

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 903—Vol. XXII.]

LONDON, SATURDAY, DECEMBER 11, 1852.

[Price 6d.]

MUNTZ'S ROLLING MILL, WATER STREET, BIRMINGHAM.

TO BE SOLD, BY AUCTION, by Messrs. E. and C. ROBINS (by order of the Directors of the Birmingham, Wolverhampton, and Dudley Railway Company), on **TUESDAY**, the 8th day of December instant, at Four o'clock in the afternoon, at the **Horn and Chickens Hotel**, New-street, Birmingham, subject to conditions to be produced, all that capital, powerful, extensive, and well-accommodated **STEAM MILL**, situated in Water-street (now being worked by George Frederick Muntz, Esq., M.P.), and known as "MUNTZ'S ROLLING MILL," occupying a space of about 1100 square yards of land, with great frontage to Water-street and to the towing-path of the canal, in the centre of the town of Birmingham, the whole (or nearly so) being covered with suitable **BUILDINGS** and arrangements; together with the **STEAM-ENGINE, BOILERS, and MACHINERY**, now standing thereon. The **STEAM-ENGINE and BOILERS** are of superior construction, of 100-horse power, but capable of working up to 120-horse power. The **MACHINERY** consists of **TWELVE PAIRS of ROLLS**—viz., one pair of rolls for gold, silver, and plated goods, ten pairs of rolls of various dimensions for cold metal, and one pair of large rolls for hot metal; **LATHES** for turning rolls; **ANNEALING FURNACES**; and all the **DRIVING GEAR**, and other APPARATUS necessary for carrying on a rolling mill. The mill is in full work, presenting an eligible opportunity for immediate manufacturing operations, as well as for advantageous investment. The property is leasehold for a term of which 30 years are unexpired, subject to the payment of ground-rent of £18 10s. 6d. For further particulars apply at the offices of the Railway Company, 106, Snow-hill; to Messrs. Whistley, solicitors, Waterloo-street; or to the auctioneers, New-street, all of Birmingham; from the last of whom tickets to view the premises may be obtained.

CHINA-CLAY WORKS FOR SALE.—TO BE SOLD, BY PRIVATE CONTRACT, all that **CHINA-CLAY WORK**, called "HALLAZE CLAY WORK," situate in the parish of St. Austell, in the county of CORNWALL, and now in the occupation of Messrs. Roberts and Co. The soil is very extensive, and possesses great natural advantages for producing China-clay, of which it contains large and inexhaustible beds of good quality; and there is a large and never-failing stream of water running through it. The port of shipment is distant about two miles, and the land carriage is, consequently, trifling. The work is in excellent condition, the pits, pans, &c., being all new; and parties purchasing may have immediate possession. The grant is for 21 years, from 15th December, 1831, at the reserved dues of 3s. 6d. per ton. On payment of 1-12th dues, the purchaser will also be entitled to all steam tin found in the soil, which is likely to be considerable. Persons wishing to treat for the same are requested to apply to Capt. B. Roberts, Melrose, St. Austell, near St. Austell.—Dated St. Stephens, Nov. 15, 1852.

TO CAPITALISTS, IRON MASTERS, AND OTHERS.—TO BE LET, OR SOLD, all those valuable and extensive **WORKS**, known as the "PARK FIELD IRON-WORKS," near WOLVERHAMPTON, together with the **MINERAL PROPERTY** thereto belonging. These works comprise **FOUR BLAST FURNACES**, and **HOT-AIR OVENS**, two newly-erected **CONDENSING STEAM-ENGINES**, of 60-horse power each, of the most modern construction, and in the best possible working condition, most ample boiler room and appurtenances, together with all the other necessary **PLANT and MACHINERY** for carrying on the works. The mineral property consists of 100 acres of freehold land, with a good part of the mines thereon unworked; 57 acres of leasehold land, 64 years of which remain unexpired, and about 30 acres of the mines are unworked; also 102 acres of leasehold land, the leases of which expire at various periods. The mines under the same are now being worked. These works are admirably situated for canal conveyance, and the Stour Valley Railway runs within 500 yards of the furnaces, into which a siding is contemplated, and can be attached at pleasure; indeed, the whole forms a most desirable investment to capitalists or men of business, who would be treated with liberality, and to whom every satisfactory reason will be given for the present proprietary wish to retire.—For particulars, and to treat, apply to Mr. John Pugh, managing partner at the works; or to Mr. W. Kirk, works, engineering, and general agent, auctioneer, and valuer, 24, Princess-street, Manchester.

SOUTH WALES.—ELIGIBLE INVESTMENT. **IRON-WORKS, COLLIERIES, AND LANDS TO BE LET** (with immediate possession).—The **IRON-WORKS** comprise **TWO FURNACES, BLAST ENGINE**, and every requisite ready for work, capable also of enlargement, if desired. The **BLACKBAND** and other **IRON ORE** is worked on the estate, and also **COALS** of good quality for **SMELTING IRON**, all within a short distance. The site is admirably adapted for **STEAM-PLATE WORKS**.

ANTHRACITE and COMMON COAL SEAMS are also in work, with an **ENGINE and PLANT** ready for instant operations. The anthracite and culm have been well introduced in the shipping market, and there is a large country demand. The iron and coals are shipped at the **Burry Port Wet Docks**, to which there is a railway and canal direct from the works, as well as to the Pembrey Station of the South Wales Railway. N.B. The tenants of the iron-works and collieries may also have a most **DESIRABLE RESIDENCE** at **TRIMSARAN MANOR**, beautifully embosomed in wood on rising ground, within a few minutes walk of the works, with 10 acres of productive **PASTURE, ARABLE, and HAY LAND**, on which there is a **STOCK and CROPP**, which may be had at a valuation. The farm and land may be taken alone. For particulars, and to treat, apply to Mr. Henry Jones, Evans Bank, Llanelly; Mr. Benj. Jones, solicitor, Llanelly; or to Mr. Thos. Morgan, Maesgwed, near St. Clears.

PAIR of magnificent HIGH-PRESSURE STEAM-ENGINES, and THREE BOILERS, equal to new. The engine cylinders are each 33-in. bore, and stroke 5 ft. The boilers are cylindrical, with spherical ends, 35 ft. long, 6 ft. 8 in. diameter, respectively. Apply to Mr. W. Kirk, engineering and general agent, auctioneer, and valuer, 24, Princess-street, Manchester, who has a number of **STEAM-ENGINES**, of various descriptions, **TO DISPOSE OF**.—For particulars, see his Weekly Circular, which will be sent by post to any part of the kingdom on receipt of stamp for postage.

PAIR of CONDENSING STEAM-ENGINES, each 50-horse power, on the marine principle; the bore of cylinder 39 in., and stroke 3 ft. 6 in. The engines, which are the manufacture of the far-famed Boulton and Watt, are in the finest working condition, and can be seen at work in one of the most extensive cotton mills in Lancashire. Also, **ONE CONDENSING STEAM-ENGINE**, made off the same pattern as the above pair. Apply to Mr. W. Kirk, mills, works, factories, engineering, and general agent, auctioneer, and valuer, 24, Princess-street, Manchester.

TO ENGINEERS, MACHINE-MAKERS, CONTRACTORS, AND OTHERS. **DOUBLE-GEARED SLIDE LATHE**, 18-inch head stocks, will slide 15 feet, and answers as a break lathe, will take in 5 feet 3 inches diameter; powerful **SLOTING MACHINE**, will take in a wheel 6 feet 6 inches diameter, and will slot 1 foot 2 inches deep, by Sharp, Brothers, and Co.; slide lathe, 13-inch head stocks, double-geared, with regulator for screw-cutting and change wheels, and bed 30 feet long, complete; slide lathe, 12-inch head stocks, double-geared, bed 16 feet long, regular change wheels, for screw-cutting, complete; two double-geared slide lathes, with 8-inch head stocks, and 6 feet bed, by Macdonald and Macdonald; one 10-inch back-geared lathe, with 6 feet bed, by Roberts, Dobbinson, and Co., Manchester; powerful planing machine, will plane 12 feet 6 inches long, 2 feet 6 inches wide, and 3 feet deep, by Spink and Co., Leeds; planing machine, bed 15 feet long, will plane 11 feet 6 inches long, 4 feet wide, and 4 feet deep; planing machine, will plane 3 feet 6 inches long, 2 feet wide, and 1 foot 6 inches deep, by Lewis; planing machine, will plane 3 feet long, and 12 inches wide; one-lever shearing and punching machine, will shear 3 plates, and punch 3 holes, by Sharp, Brothers, and Co.; and other valuable tools. Apply to W. Kirk, mills, works, engineering, partnership, and general agent, auctioneer, and valuer, 24, Princess-street, Manchester.

SMELTING WORKS TO BE DISPOSED OF, with early possession. The **PENGLAWDD COPPER WORKS**, on the RIVER BURRY, near LLANELLY, about eight miles from Swansea, and three from a station on the South Wales Railway, comprising about eight acres of land, on which the present works are erected, **MANAGER'S RESIDENCE**; a **PRIVATE DOCK**, admitting vessels of large burden; excellent **COAL** at hand, which is delivered by railway through-out the works; and an ample and unfailing **SUPPLY OF WATER** for all purposes. The erections are of the best materials and construction, possess every requisite for copper smelting, for which they have been hitherto used, but may easily be converted for other purposes, and may be increased to any extent.—For further particulars, apply to Low's Patent Copper Company, 58, Old Broad-street, London.

FLAG and SLATE QUARRY.—TO BE SOLD, BY PRIVATE TREATY, a **FLAG QUARRY** in NORTH WALES, five miles from a shipping port, and ten miles from a station on the HENFORD RAILWAY, with the necessary **MACHINERY**. Eighteen years of the grant are unexpired. The rent is nominal, and no royalty, or other charge whatever. There is now working room for 100 men. The above offers an unusual opportunity to a capitalist, or for the formation of a company.—For further particulars, apply to Mr. T. Willis, solicitor, 90, Queen-st., Cheap-side.

GOOD STEAM-ENGINE FOR SALE.—TO BE SOLD, at the **CUBERT UNITED MINES**, CUBERT, a 36-inch cylinder **CONDENSING ENGINE**, complete, with **ONE BOILER** (with the exception of bob and gudgeon blocks). The boiler is about 7 tons, and the cylinder, with the principal parts of the engine, are in good condition. May be viewed at the mines, and further information be obtained of the agents; or of Messrs. Hocking and Loam, engineers, Redruth.—Tenders to be addressed to J. B. Truscott, secretary to the Cubert United Mines, 1, Three King-court, Lombard-street, London.

FOR SALE, BY PRIVATE CONTRACT, about 130 tons of 19-in. **CAST-IRON COLLIERY PUMPS**, little worn than new, with windroves, clock-works, and working-barrels, all complete.—For further particulars, apply to R. Wight and Son, Seasmouth Iron-works, Seaham; or Sunderland Foundry, Sunderland, Sunderland, Dec. 7, 1852.

MR. JAMES CROFTS, of No. 4, KING-STREET, CHEAPSIDE, and No. 1, FINCH-LANE, CORNHILL, MINING BROKER. Mr. J. CROFTS begs to offer his SERVICES for the PURCHASE or SALE of MINING SHARES of every description, and not being a DEALER, transacts business only for principals on commission.

Mr. Crofts' weekly list comprises only such shares as he has actually on hand, or under control, but he may be consulted upon every description of mining shares, whether for purchase or sale.—Dividend Mines pay from 10 to 25 per cent. per annum.

WEEKLY LIST OF SHARES FOR SALE.
DIVIDEND MINES.—Lincoln, Exmouth, and Wheel Adams, South Caradon, Wheel Lovel, Rix Hill, Trevisey and Barriar, Spurne Consols, West Providence, Bedford United, Merilyn, Wheel Golden, South Tamar, Alfred Consols, and Cobro.
PROMISING MINES.—Wheel Arthur, West Phoenix, North Crover, Ivy Tor, Wh. Langford and Baring United, Gonsama, Crebor, United Mexican, Okel Tor, North Towry, Bell and Lanarth, Duke of Cornwall (tin, Bodmin), Devon Kapunda, Santiago de Cuba, Wheel Carpenter (South Sydneyham), and North Wheel Trelawny.

WANTED.—East Tolgus, Wheel Friendship.
Mr. Crofts has made arrangements with an eminent firm on the Stock Exchange to **BUY or SELL** in such SHARES and MINES as are there dealt in, without any addition to the commission charged by Stock Exchange Brokers, and Mr. Crofts also transacts business in all British and Foreign Railways.

* Mr. Crofts begs to call the attention of his friends to **NOUVEAU MONDE** and **COLONIAL GOLD SHARES**. On 19th June last, Mr. Crofts commenced to propose, and has so continued to this date, that "an important advance must take place in these shares sooner or later." They were then $\frac{1}{4}$ to $\frac{1}{2}$ prem., and this week have reached £2 prem. upon £1 paid. Mr. Crofts predicts a still further and considerable advance in these securities, and has still special reasons for the opinion.
Office Hours:—No. 4, King-street, from 11 a.m. till 3 p.m. on Tuesdays, and from 3 till 5 p.m. on Wednesdays. No. 1, Finch-lane, from 11 till 3 o'clock.—Dec. 10.

"THE REASON WHY!"

COLONIAL GOLD AND NOUVEAU MONDE GOLD SHARES.
—Mr. JAMES CROFTS, referring to his advertisement above, is induced to ask the attention of his friends to some particulars touching the probable intrinsic worth of these shares in reference to the event this week—that of a considerable rise in their value. Mr. Crofts has been frequently requested, during the last six months, to state his reasons for predicting that "an important advance must take place in their value sooner or later," which, in all cases, he has not hesitated to do by letter, and now thinks the time is come to do so publicly.
The yield of gold, whether from alluvial deposits or its native quartz, both in California and Australia, has thus far exceeded to an immeasurable extent the most sanguine expectations of the most sanguine and best informed mining and mercantile minds, until at last its arrival becomes reported in cargoes instead of ounces; and a vessel from the gold regions, freighted with the bullion, follows another so rapidly, that a summary of a single week's import more than equals the former production of the whole year; whilst to back this fact, and demonstrate the continuity of supply, the reports of the deposits simply indicate that quantity cannot be defined, but rather that it is unlimited, and can have no bounds assigned to it. In the face of these facts, and in reference to the future in particular, scepticism is useless; whilst who can doubt that greater deposits still exist in unexplored regions, which the enterprise of man will search for and find? Thus it would appear that gold digging—gigantic as it has become already—is still in infancy. The child has to become a man—perhaps a giant—perhaps a Brobdingnagian, divested of the fable.

The gold, then, being within the grasp of capital and labour, must enrich primarily England and America, in whose territory so far it is found. Individuals go there, and enrich themselves to an unheard-of degree, though possessing, in most cases, neither capital nor skill, "without our special wonder." Why should it not be obvious, then, or why should it be doubted, that companies of individuals with capital, engineering, and all other necessary talent in the "staff" sent out, first-rate management in London, and a complete organisation in every department, must succeed to realise for their shareholders enormous profits? Were there but scanty deposits of gold anywhere, or everywhere, the case would be different; capital would be absorbed without creating returns, however large it might be. It would be using, as Dr. Johnson (it is best to give the author) expresses it, "a steam-engine to lift a feather." As the matter stands, however, one great element of success exists in the subscribed capital of the two companies indicated; and there may be others equally *bona fide*, being ample for all purposes, or for the conquering difficulties and delays incident to operations in new countries. The means being (as I humbly conceive) perfect, the end must be unbounded success. The brief past has become an indicator of a long future. No man lives who can state final results; every one does not either imagine or appreciate their importance.

Having now given my "reasons why" I recommend investments in **COLONIAL GOLD AND NOUVEAU MONDE SHARES**, it remains for me also to state, as the result of experience, that adventures in mines require no more than the usual amount of caution on the part of the capitalist; the operations of these companies are open to all. The statements here advanced by me may readily be tested; and the more experience and judgment the capitalist can bring to bear upon the question, the better for him. The choice of an agent for carrying out his operations depends upon himself. 1, Finch-lane, Cornhill, dated 27th Nov., 1852.

P.S. Since the above was written, Mr. Crofts is informed that his statements respecting the probable perspective value of these shares is much understated; but he is content to rest his opinions upon convictions of his own, candidly set forth.

MR. JOSEPH JAMES REYNOLDS, STOCK & SHAREBROKER, 23, THREADNEEDLE-STREET, and 28, NEW BOND-STREET, PICCADILLY. Mr. REYNOLDS has BUSINESS TO TRANSACT in the following MINES:—

Agua Fria	Leeds and St. Aubyn	Trelawny Tincroft
Alfred Consols	Leeds Town Consols	Wheel Consols
Ally-Crib	Lelant Consols	Trevauna
Anglo-Californian	Levant	Trevisey and Barriar
Balmoon	Marke Valley	Trevelbeck
Bell and Lagnarth	Mendip Hills	Trevels
Bickton Consols	Merilyn	Unity Consols
Black Craig	Molland	United Mines (Tavik)
Bodmin Consols	Monarch Gold	United Mines (Gw.)
Boscawell Downs	Mostyn	Yeaton
Brewer	Nansogollan	West Abraham
Britannia Gold & Copper	Narberth-Car	West Alfred Consols
Burra Burra (Australia)	Neptune	West Caradon
Caradon Wood	North Lovant	West Darlington
Carsons Creek	North Frances	West Ding Dong
Cathedral	North Pool	West Stray Park
Carvanall	North Pool	West Phoenix
Castle Dinas	North Pool	West Providence
Carn Brea	North Pool	West Russell
Cwm Erian	North Stafford, Coal	West Treasury
Chyprase Consols	North Wheel Trelawny	West Trevels
Clive	Nouveau Monde	Wheel Buller
Comford	Orsede	Wheel Carnie
Condurow	Pendarras and St. Aubyn	Wheel Catherine
Cook's Kitchen	Penhale Consols	Wheel Clifford
Carvanall	Penance Consols	Wheel Golden
Craddock Moor	Phoenix Great Consols	Wheel Enys (Wendron)
Devon Burra Burra	Port Phillip & Col. Gold	Wheel Farwork
Devon and Courtney	Praced Consols	Wheel Langford
Devon Consols North	Rix Hill	Wheel Lowell
Dolcoath	Round Hill (Salop)	Wheel Russell
Duke of Cornwall	Silver Valley	Wheel Samson
East Alfred Consols	Sourton Consols	Wheel Squire
East Black Craig	South Frances	Wheel Trevisey
East Margaret	South Caradon	Wheel Tryphena
East Pool	South Condurow	Wheel Seton
East Seton and Maude	Sidney Godolphin	Wheel Sydney
East Wheel Russell	St. Agnes Beacon	West Wheel Alfred
Egnair Llee	St. Aubyn and Grylla	West Wheel Frances
Four Dargue (Cumberl.)	St. Day United	West Wheel Robins
Garreg	St. Ives Consols	West Wheel Russell
Gonsama	South of Scotland	West Wheel Treasury
Great Beam	South Wh. Bassett	Wheel Tethid
Great Sheba Consols	South Carn Brea	West Bassett (Tawton)
Great Wheel	Spearne Consols	Wheel Fortune (South)
Great Wheel Alfred	Tamar Consols	Wheel Gill
Great Wheel Baddern	Tees Side	Wheel Langford
Great Bryn Consols	Trebarvah	Wheel Lemon
Kilbricken	Trefusis	Whitford
	Trehane	Wood Mine

And SHARES FOR SALE in the West Cornwall Railway.

Mines inspected by agents of experience and high respectability in any part of the kingdom within the shortest notice.—Dec. 10, 1852.

MR. JOSEPH JAMES REYNOLDS, STOCK AND SHAREBROKER, No. 23, THREADNEEDLE STREET, in the CITY OF LONDON, and No. 28, NEW BOND STREET, PICCADILLY, returns his sincere thanks to his friends and the public for their kind and liberal support, which has far exceeded his expectation, and begs to inform them that he continues to transact business in the PURCHASE and SALE of GOVERNMENT STOCKS, FUNDS, and SECURITIES; also FOREIGN STOCKS and SECURITIES of ALL KINDS; BRITISH and FOREIGN RAILWAY SHARES and SECURITIES; MINING SHARES, &c. Mr. Reynolds also begs to acquaint his friends and the public that he has a thorough practical knowledge of mining in all its various stages, having been connected with the management of Mines and Mining Property upwards of 30 years, and is in constant communication with the owners and agents of mines in the United Kingdom, and therefore in a position at all times to give the best information relative to established mines, as well as to the merit of any new undertakings brought before the public. Mr. Reynolds further begs to state that his charges on business transacted by him are strictly conformable to those made by other duly authorised Brokers of the City of London.

MR. T. P. THOMAS, MINE AGENT, 75, OLD BROAD-STREET, ESTABLISHED NINE YEARS.

Mr. T. P. THOMAS begs to inform capitalists and the public that he is at all times in a position to BUY or SELL, at close market prices, in DIVIDEND and respectable established BRITISH and FOREIGN MINES; and having a local knowledge of the principal Cornish and Welsh Mines, from periodical personal inspection, &c., will be happy to furnish information by post or otherwise.

N.B.—Mines inspected and reports furnished.

MINING PROPERTY.—Mr. HERRON has SHARES in the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—

Alfred Consols	East Darren	Trevisey
Tremayne	Bedford United	Trelawny
West Providence	Wheel Margaret	South Tolgus
Great Devon Consols	Lewis	St. John del Rey
South Frances	Tincroft	Cobro
Wheel Seton	South Tamar	

And has also FOR SALE SHARES in MINES having a PROMISING APPEARANCE, and affording greater range for speculation, such as—

North Vale of Towry	East Bassett	Tamar Consols
North Damsel	Mary Anne	West Bassett
Wheel Grenville	East Russell	Halamanning
Trefusis West Towan	Kilbricken	Wheel Neptune

Mining Offices, 33, Clement's-lane, Lombard-street.

INVESTMENTS.—GOOD AND SAFE DIVIDEND-PAYING MINES, at present prices, will give purchasers from FIFTEEN to TWENTY PER CENT. per annum. The subscribers have always on SALE SHARES in the BEST and SAFEST DIVIDEND MINES; also in mines which will soon pay dividends, and with prospects of early and considerable improvement.—James Stevens Tripp and Co., mining offices, Lombard-street Chambers, No. 33, Clement's-lane, Lombard-street.

MR. RYE is a BUYER in the following MINES, viz.:—West Providence, Gonsama, Mendip Hills, Trevisey, Trevisey and Barriar, Trevauna, West Caradon, and Craddock Moor.—Mining Offices, 77, Old Broad-street, Established 12 years.

MR. JAMES LANE, MINING AGENT, 33, THREADNEEDLE STREET, LONDON (Established 10 Years). Begs to inform his friends and the public, that the SHARES which he is prepared to DEAL IN are not confined to the limits of an advertisement, but would refer to the general list of the Mining Journal, and is in a position to TRANSACT BUSINESS in any mines quoted in that list. Mr. LANE will furnish a list with latest prices on application.

BURTON MUMFORD AND SON, No. 2, ADAM'S COURT, OLD BROAD STREET, MINING COMMISSION BROKERS, are instructed by their principals to TRANSACT BUSINESS in the following DIVIDEND and PROMISING MINES:—Brynall, Brewer, Clive, Cwm Darren, Cwm Brook, Cook's Kitchen, Carvanall, Devon Kapunda, Dolcoath, East Seton and Maude, East Frognock, East Gungla Lake, Garreg, Grambler and St. Aubyn, Great Wheel Alfred, Gustavus, Herodfoot, Kilbricken, Lelant Consols, Merilyn, Mitchell, Mostyn, North Bassett, New South Wales, North Vale of Towry, North Damsel, Robins, St. Aubyn and Grylla, Trefusis, Tamar Consols, Tavy Consols, Tremayne, West Seton, West Ding Dong, West Towan, West Wheel Robins, Wheel Neptune, Wheel Carpenter, Wheel Catherine, Wheel Kitty, Wood Mine, Whitford.

MINING OFFICES.—THE LONDON OFFICES for the following MINES are at 23, Threadneedle-street, City:—
North Buller. | Wheel Uny. | Cliphj and Wentworth.
Wheel Harriett. | Wheel Well. |
Where plans and reports of the above mines may be inspected.
EDWARD KING, Secretary.

MINING SHARES.—Mr. GEORGE SPATLEY has for SALE SHARES in the following DIVIDEND and PROMISING MINES, viz.:—Wheel Golden (£4 1/2), Mary Ann (£30), Wheel Exmouth and Adams (£10), Henneck (£11), New East Crowndale (22s. 6d.), Prince Alfred (£2), Weston (25s.), Perran Wheel June (7s. 6d.), Tavy Consols (£2 1/2), Wheel Surprise (12s. 6d.), Wh. Robert (17s.), Bickton (30s.), Langford (30s.), Monarch Australian Gold (7s. 6d.).
WANTED.—Linars, Balmoon, and East Tamar.
No. 2, Winchester-buildings, City, London.

MR. ADAM MURRAY, F.G.S., MINING ENGINEER, has taken an office, No. 76, CORNHILL, for the convenience of his City friends, where he may be consulted from Ten to Five o'clock; or communications addressed to him at 33, Craven-street, Strand, will, as heretofore, meet attention.

MR. E. S. BOYNS, AUCTIONEER, MINING, AND SHAREBROKER, GENERAL AGENT, &c., PENZANCE, CORNWALL. Mines inspected, and every information furnished.

MESSRS. STEWART, PIM, KINCAID, and WHITE, AGENTS FOR THE PURCHASE and SALE of ESTATES in IRELAND, are prepared to afford to persons desirous of making investments in land the FULLEST PARTICULARS, obtained from personal inspection, of many eligible circumstances, and to transact for sale in the above country.
Offices, 18, Adam-street, Adelphi, London; and 6, Leinster-street, Dublin.

WANTED A SITUATION, by a man of 20 years' experience, in an **IRON-WORKS**, as an **INSPECTOR OF RAILS**, or as **PUDDLERS** and **BALLERS OVERLOOKER**. Satisfactory reference will be given as regards character and ability.—Address, "A. B.," Rev. E. Griffiths, printer, High-street, Swansea.

TO FURNACE MANAGERS.—WANTED, A FURNACE MANAGER, to take CHARGE of THREE FURNACES, in connection with a FORGE and MILL, where the gases are drawn, and hot and cold blast both used. He will be required to take the SUPERVISION of a FOUNDRY, for the purposes of the works, COOKING OVENS and MINE BURNING.—Address, "Mr. R.," No. 17, Broad-street-buildings, London.

MINING JOURNAL.—WANTED, A CLEAN COPY of the MINING JOURNAL at HALF-PRICE, to be posted regularly on the evening of the day of publication.—Address, "T. B.," Post-office, Newmarket.

TO MINERS, WATER-WORKS COMPANIES, AND OTHERS. **TO BE SOLD**, a NEW PUMPING ENGINE, equal in power to one with a cylinder of 42 in. diameter. It is well arranged, and the quality of the workmanship is good.—May be seen on application to F. R. Jackson, Salford Rolling-mills, Manchester.

VALUABLE MINERAL PROPERTY.—TO BE SOLD, OR LET, the LEASE of 130 acres in the SWANSEA VALLEY, containing an aggregate thickness of 30 ft. of COAL, and 10 ft. of IRONSTONE, which are well proved on the adjoining properties.—For particulars, apply to Messrs. Barber and Bassett, engineers and mineral agents, Cardiff, or Newport, Monmouthshire.

STEAM-COAL COLLIERY TO BE LET.—outlay of capital moderate. —For particulars, apply to Mr. W. Price Struvel, Swansea, Glamorganshire.

BODMIN WHEEL MARY.—ALL PERSONS having CLAIMS AGAINST THIS MINE, are requested to SEND FULL PARTICULARS immediately to the secretary, at the offices of the Company, 38, Threadneedle-street, London, with a view to the settlement of the same.

SOUND INVESTMENT.—CHYPRASE CONSOLS MINE. TWENTY SHARES in this valuable and improving MINE, which has regular and increasing sales of tin, TO BE SOLD, at a great sacrifice, the present holder of the same being about to emigrate.—Apply, by letter only, "Visitor," care of Messrs. Barker and White, 33, Fleet-street, London.

ALTEN MINING ASSOCIATION.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share has this day been declared, PAYABLE at the offices of the Association on and after MONDAY, the 13th inst. The scrip certificates are required to be left at the office two clear days, to have the dividend marked thereon. EDWARD J. COLE, Secretary, Offices, 2, New Broad-street, Dec. 5, 1852.

NANTLE VALE SLATE COMPANY.—The COMMITTEE OF MANAGEMENT have much satisfaction in STATING to the shareholders, that the WORKS at the QUARRIES are NOW IN ACTIVE OPERATION; that slate may be immediately expected in the market; and that orders to a considerable extent have already been received for the same. JAMES BACON, Furs, 33, Moorgate-street.

PRIZINGTON HEMATITE IRON ORE COMPANY.—This COMPANY is in course of FORMATION, for the purpose of WORKING, on the Coast-bank Principle, a VALUABLE ROYALTY, in the county of CUMBERLAND, abounding with rich HEMATITE IRON ORE. The capital to be raised is £50,000, in paid up shares of £1 each; but a limited number only will be issued in the first instance, in scrip certificates to holders, of not less than five shares each, which will carry a minimum interest of 5 per cent. per annum from the date of issue. Prospectuses and full particulars of the undertaking may be sent at the offices of the company, 30, Beak-lane, London, Dec. 10, 1852.

LONDON (WATFORD) SPRING WATER COMPANY.

TO BE INCORPORATED BY ACT OF PARLIAMENT.
Which will limit the liability of the shareholders, and in respect of which the plans, sections, and books of reference, have been duly deposited, in compliance with the Standing Orders of Parliament.

[Provisionally registered under the Act 7 and 8 Victoria, cap. 119.]

Capital £400,000, in 16,000 shares of £25 each.
Of which £1 7s. 6d. per share will be payable on signing the Parliamentary Contract, and no further call will be made until the Act has been obtained.

AUDITORS.
RAINES CURRIE, Esq., M.P., 29, Cornhill; and Hyde Park-terrace.
HENRY THOMAS HOPE, Esq., 116, Finsbury, and Deppene, Dorking, Surrey.

MANAGERS.
COL. MICHAEL EDWARD BARNOLD, Esq., 23, Hamilton-terrace, St. John's-wood.
GEORGE HINTON BOVILL, Esq., 19, Abchurch-lane; and Wimbledon, Surrey.
THOMAS DAKIN, Esq., 23, Abchurch-lane; and Hornsey.
WALPOLE EYRE, Esq., 22, Bryanston-square.
JAMES LAWRIE, Esq., Cousin-lane, Upper Thames-street; and Cambrian Villa, Hackney.

THOMAS HAYTER LONGDEN, Esq., Tokenhouse-yard; and Ennismore-place, Prince's Gate, Hyde Park.
BENJAMIN OLIVERA, Esq., M.P., F.R.S., 6, Upper Hyde Park-street.
JAMES PONSFORD, Esq., 24, Palace Gardens, Kensington; and Hackwood Park, Hants.

SIR ROBERT PRICE, Bart., M.P., 11, Stratton-street, Piccadilly; and Foxley, Herefordshire.
WILLIAM R. ROBINSON, Esq., 21, Austinfrs.; and Hill House, Acton.
JAMES WARREN, Esq., 96, Houndsditch; and Chapel House, Enfield.

(With power to add to their number.)
ENGINEERS.—Samuel Collett Homersham, Esq., 19, Buckingham-street, Adelphi.
SOLICITORS.—Messrs. Maltby, Robinson, and Jackson, 7, Bank-buildings, Lothbury.

PARLIAMENTARY AGENTS.
Messrs. Law, Holmes, Anton, and Turnbull, 18, Flodder-street, Westminster.

Sir Samuel Scott, Bart., & Co., 1, Cavendish-square; Messrs. Currie & Co., 29, Cornhill.
SECRETARY.—Benjamin Rankin, Esq.

TEMPORARY OFFICES.—39, MOORGATE STREET.

PROSPECTUS.

Application was made to the Legislature in the last session of Parliament, for an Act to incorporate a Company under the above title, and the bill was carried through the second reading of the House of Commons by a majority of three to one; 196 members voting in favour of the bill, and 65 against it.

Subsequently the bill, with ten other bills relating to the supply of water to the metropolis, were all referred to the same committee of the House of Commons; but owing to the bill being taken up the very last in order, it was not until Tuesday, the 14th of June last, that the proceedings upon it could be commenced before the committee. In consequence of this delay the proceedings could not be completed before the House of Commons was dissolved.

It is, therefore, now requisite to renew the application to the Legislature in the next session of Parliament; but the valuable evidence given before the committee in the last session in favour of the undertaking and the bill, although from want of time it could not be completed, has been published by order of the House of Commons in a blue book, for the use of Parliament and the public, and cannot fail materially to facilitate the early obtaining of the powers sought by the present application.

The object of this Company is to supply, at a cheap rate, the inhabitants of the cities of London and Westminster, and the boroughs of St. Marylebone and Finsbury, and the following places intermediate between those and the source of supply—namely, Barnet, Bushey, Edgware, Elstree, Finchley, Hadley, Hampstead, Harrow on the Hill, Harrow Weald, Hendon, Kingsbury, Mill Hill, Pinner, Stanmore, Sudbury, Totterdean, Watford, Whetstone, Willesden, with pure soft spring water, distributed through pipes constantly charged; so that upon the mere turning of a tap it may be got fresh from the mains, without the intervention of a cistern, even in the top stories of the highest houses.

The water will be procured at Bushey Meadows, near Watford, from the foot of a vast range of chalk hills, through which an enormous volume of subterranean spring water at present escapes in underground currents to the sea. In 1840 Mr. Robert Stephenson, the eminent engineer, after having made a series of experiments and observations on a shaft and borings that had been sunk in the chalk in this locality by Mr. Robert Paton, for the purpose of demonstrating how copiously spring water can be thus obtained for the supply of the metropolis, reported, as his conclusion, "I am perfectly convinced of the feasibility of the proposed plan, as far as regards quantity;" a conclusion that subsequent experience and investigation have confirmed.

Professors Graham, Miller, and Hoffman, the eminent chemists appointed in 1851 by Government as a commission to consider the chemical quality of the supply of water to the metropolis, when sending to water from the chalk intended to be supplied from Bushey Meadows, thus express themselves in a report addressed to the then Home Secretary of State, and dated the 17th of June last year—"The inhabitants of London appear to have within their reach, in these chalk strata, a supply of water which is ascertained, on good authority, to be inexhaustible, and which may be considered as everywhere of an uniform composition and quality. It contains absolutely nothing of organic origin capable of further alteration or decomposition, and is, therefore, wholly unobjectionable, on the ground of organic constituents. Its clearness and brilliancy also appear perfect, from the complete absence of suspended matter, and are highly attractive. Possessing at all seasons the mean temperature of the same water has an agreeable coolness and freshness which might certainly be preserved in a great degree by proper means of conveyance and distribution. The only other quality desired in a town supply was softness. The softening operation, by the use of lime" (proposed by Professor Clark, of Aberdeen, which frees the water from 3 grs. of chalk per pint, or 1 ton per million gallons, without leaving anything else in the water in the place of the chalk), "is applicable in all seasons to the spring water, which indeed adapts itself with singular facility to that process. The chalk spring waters can thus be commanded with certainty under three degrees of hardness, which probably the extreme limit attainable anywhere in England for a great supply." The water of the present companies is reported by the same authority to be about 14 degrees of hardness. "The chalk spring water after being softened," resume the learned commissioners, "is an extremely pure water. It appears to be considerably superior even to the soft water from the streams of the Surrey sands. The chalk water alone is uniform in its excellence at all times, the sources of it lying beyond the influence of weather or season. In the judgment of the commissioners, this softened chalk water is entitled, from its chemical quality, to a preference over all others for the future supply of the metropolis."

At Bushey Meadows the subterranean spring water can be abundantly procured at a natural elevation of 130 feet above the level of the Thames in London. This water, after being softened, would be pumped through pipes buried in the ground into reservoirs so covered as to maintain the uniform temperature of the water at all seasons, and situated on Stanmore Common at a sufficient elevation to cause by gravity the water to flow through pipes into the districts named, and to rise to all the highest grounds and buildings.

At a charge of from one-third to one-half less than the charges of the Grand Junction and West Middlesex Water Companies, a dividend of 10 per cent. would be returned upon the capital expended to carry out the undertaking.

The well-attested superiority of the quality of the water, the practically unlimited quantity at command, and the simple and cheap nature of the works required to procure and distribute it, unite to recommend the undertaking to capitalists as the means for making a safe and profitable investment. The suburban places already named contain 60,000 inhabitants, entirely unsupplied by any company, and greatly in want of water; while the urgent demand that exists in the metropolis for so pure and so cheap a water as that now proposed to be supplied is obvious to every eye. The Thames water, even when procured above where the tide flows, and after filtration, and when taken direct from the pipes of the consumers before going into any cistern, has been proved to contain much dead and decaying animal and vegetable matter, an average of 18 different species of living animalcules, besides nearly the same number of various kinds of fungi, and other plants and organisms, in every half gallon of such water, to say nothing here of the number that there is of each species. The spring water from Watford, after most careful examination, has been found to be quite free from these contaminations; and while the placing at a cheap rate a constant supply of so pure a water within the reach of the inhabitants of the districts of the metropolis, and the unsupplied places before named, cannot fail to confer an important and lasting benefit upon them, at the same time it must tend to stimulate in the most effective manner the improvements so much required in the water supply of the other districts. Thus the undertaking has a claim to the support of every inhabitant of this great metropolis.—39, Moorgate-street, Dec. 1852.

Applications for shares to be made in the annexed form, addressed to the secretary of the Company, on or before Saturday, the 18th of December instant, at the offices, 39, Moorgate-street; or to Messrs. Johnson, Longden, and Co., stockbrokers, Tokenhouse-yard, where prospectuses, and forms of application for shares may be obtained.

FORM OF APPLICATION FOR SHARES.

To the Directors of the London (Watford) Spring Water Company.
GENTLEMEN.—I request that you will allot me shares of £25 each in the above undertaking, and I agree to accept the same, or such less number as you may allot me, and I undertake to pay the deposit of £1 7s. 6d. per share thereon, and to execute the Parliamentary Contract and Subscribers' Agreement when required so to do.

Dated this day of 185
Name and surname in full
Residence
Description

Reference
No reference will be accepted unless it be given to a banker or stockbroker.

ED. J. DENT HAS REMOVED from 82 to 61, Strand (being 21 doors nearer to Charing-cross, and directly opposite Bedford-street), and solicits an inspection of his extensive STOCK OF CHRONOMETERS, WATCHES, and CLOCKS, as above; also at No. 33, COCKSPUR-STREET, and No. 34, ROYAL EXCHANGE (Clock Tower area).

GREGORY'S HOTEL, No. 29, CHEAPSIDE, LONDON.—Bed, 1s. 6d.; Breakfast, 1s. 6d.; Servants, 9d. per day. Omnibuses to and from all the Railway Stations set down at the door.—Gentlemen connected with the MINING INTEREST are particularly invited to patronise this Hotel.
WELLINGTON GREGORY, Proprietor.

APPETITE AND DIGESTION IMPROVED.

LEA AND PERRINS' WORCESTERSHIRE SAUCE imparts the most exquisite RELISH to STEAKS, CHOPS, and all ROAST MEAT GRAVIES, FISH, GAME, SOUP, CURRIES, and SALAD; and by its tonic and invigorating properties enables the stomach to perfectly digest the food. The daily use of this aromatic and delicious sauce is the best safeguard to health.

Sold by the proprietors, Lea and Perrins, 19, Fenchurch-street, London, and 68, Broad-street, Worcester; also by Messrs. Barclay and Sons, Messrs. Crosse and Blackwell, and other eminent and merchants, London; and generally by the principal dealers in sauce.—N.B. To guard against imitations, see that the names of "LEA AND PERRINS" are upon the label and patent cap of the bottle.

HOOPING-COUGH, ASTHMA, SORE THROATS, and COUGHS, IMMEDIATELY CURED BY GREGORY'S OCCULT LOZENGES.—They are perfectly innocent, being free from narcotics; one to three boxes cures the hooping-cough. Directions are enclosed, with the method of preparing them for infants.—Sold by Barclay & Co., 95, Farringdon-street; Edwards, 67, and Newberry, 45, St. Paul's Church-yard; Sutton, Bow Church-yard; Proust, 229, Strand; Johnston, 68, Cornhill; Sanger, 120, and Hanway, 53, Oxford-street; and by all medicine vendors throughout the kingdom, in boxes 2s. 6d. each.

WEST GRANADA, OR VERAGUAS, GOLD AND SILVER MINING COMPANY.

GEORGE THOMAS BRAINE, Esq., 8, Hyde Park-terrace—CHAIRMAN.
CHARLES BARBER, Esq., 8, Grosvenor-street.
GEORGE CLIVELAND, Esq., 2, Eaton-square.
FREDERICK MANGLES, Esq., 17, Gracechurch-street.
BENJAMIN SHAW, Esq., The Priory, Kilburn.
GEORGE SUCH, Esq., M.D., F.R.S., 21, Nottingham-street, Regent's-park.
JOSEPH THOMPSON, Esq., 43, Gloucester-terrace, Hyde-park.
MARMADUKE WYVILL, Esq., M.P., 13, Chester-street, Grosvenor-place.
ALEXANDER YOUNG, Esq., 11, King William-street.

DIRECTORS' REPORT to the Shareholders of the West Granada, or Veraguas, Gold and Silver Mining Company.

The Directors have delayed their report to the shareholders for a longer period than they had anticipated, owing to the following circumstances:—It will be remembered that the final ratification of the arrangement concluded by the Directors for the purchase of the entire property of the Fort Bowen Mines, including the ore at surface, was made contingent on their receiving a satisfactory report from a special agent to be sent to the mines. In pursuance of this part of the agreement, the Directors, in June last, arranged with Mr. Champion, a gentleman recently holding the office of manager of the St. John Del Rey Company's mines at Morro Velho, and in every way qualified to discharge the important duties confided to him, to proceed to Veraguas, and make the requisite investigations.

The detailed instructions of the Directors to Mr. Champion, together with a copy of his report, may be seen by the shareholders at the office of the Company. Mr. Champion returned to England in the latter end of October, and about the same period the Directors received nine boxes, containing samples of the ore, taken from the mine by himself, and packed under his own personal superintendence.

The report of Messrs. Johnson and Matthey on these samples will be found annexed to this report. The prominent points of Mr. Champion's report may be briefly stated as follows:—

EXTENT OF THE PROPERTY.—At Fort Bowen, land, including four lodges, has been demarcated, around the main lode for 1800 varas (yards) in length by 300 in breadth; around the three subsidiary lodges for 600 varas in length by 200 in breadth. The lands at the station of Howardsville consist of 13 acres.

SIZE AND CHARACTER OF THE LODES.—The principal lode (called the Morgan Vein) is believed to extend the whole length of the grant—viz., 5400 ft.—and where seen is from 5 to 8 ft. wide, with well-defined walls. It has been traced 1800 ft. west and 750 ft. east of the buildings at Fort Bowen. The surface of the principal working is about 50 ft. above the Belen River at its nearest point. The lode has been proved to a depth of 4 ft. above water level. The deepest sample taken is the richest in gold.

FACILITIES FOR WORKING.—The ore stamps readily; ample water power is available on the spot, and, therefore, expensive steam machinery will not be requisite. Abundance of timber for fuel and for all mining purposes may be had for the cutting; native labour is cheap and plentiful.

CLIMATE.—For natives the climate is healthy, and it is reputed as not insalubrious for Europeans of temperate habits.

FACILITIES FOR RECEIPT OF STORES AND TRANSMISSION OF PRODUCE.—It will be necessary to make a road from the mines to the River Belen, about three-quarters of the way towards Howardsville, which would be about 5000 ft. in length, but the making of this involves no engineering difficulties. From this point the Belen is navigable for scows (flat-bottomed boats of 10 tons) to Escribanos. There is good anchorage in 10 fms. of water off Escribanos (nine miles from the mine), and means of safe transmission of gold from there to Chagres by boats in two days, at moderate expense.

SAMPLES OF ORE.—Nine boxes, weighing 13 cwt. 3 qrs. 25 lbs., were taken, of which seven were from the lode and two from the ore on bank. Those from the lode were taken from different parts, each sample from the whole breadth of the lode. Those from the surface from upwards of 50 different parts of the lode.

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GREAT WHEEL VOR UNITED MINES, CORNWALL (TIN AND COPPER).

Conducted on the "Cost-book Principle."—Is 200,000 parts, or shares, of £1 each. These mines being worked on the above principle, subscribers will not be required to sign any deed, and their liability will be absolutely limited to the number of shares subscribed for.

COMMITTEE.
CHARLES JAMES ANTHONY, Esq., Capt. CREASE, R.N.
JOHN OLIVER HANSON, Jun., Esq., E. V. NEALE, Esq.

BANKERS.
London: Messrs. Barnett, Hoare, and Co.; Messrs. Sir W. P. Call, Bart., Marten, and Co.—Helston: The Union Bank.

SOLE AGENTS.
Messrs. Jenkinson, Sweeting, & Jenkinson, London; Messrs. Grylls & Hill, Helston. **BROKERS.**—Mr. Thomas Moxon, 3, Austinfrs., London.

TEMPORARY OFFICES.—1, ROYAL EXCHANGE BUILDINGS.

These MINES, formerly worked to so much advantage, are situated chiefly in parish of Breage, near Helston, in the county of Cornwall, embracing Old Wheel Vor, Carleen, Polladras, Polrose, and other mines, in the clay-slate formation, adjoining the granite, and constitute a continuous run, above two miles long by one broad, of ground which long experience has proved to be one of the richest mineral districts in the world. They are held under mining leases for 21 years, from His Grace the Duke of Leeds, Charles Trevelyan, Esq., Christopher Wallis Popham, Esq., Sir John Y. Buller, Bart., and others, at the very moderate dues of 1-36th for the principal portion of the ground, and 1-24th for the remainder.

The mines (to which much new and rich mineral property has been added) during the whole term of the former workings, and up to the time of the cessation of the works, yielded large profits. The official returns from the ore-books show that during the last workings upwards of £2,000,000 sterling of tin and copper ore (yielding large dividends), have been returned from these mines; and they are still capable of producing as much more, a large proportion of the richest part being still unexploited, and a still larger proportion unexplored.

The causes (now, happily, no longer in existence) which, about eight years ago, led to their being stopped, were principally the following:—1st. Chancery suits amongst the adventurers themselves, arising from an illegal, or presumed illegal, sale of shares (but not affecting the title to the mines), which were obstinately contested for about 30 years, lessening the profits by above £200,000.—2d. In consequence of the above state of things (after the leases had run out), grants from six months to six months only could be obtained from the lords for working the mines—a circumstance alone sufficient to prevent the former adventurers from developing their wealth, or making the outlay which was absolutely necessary for renewing the machinery and pit-work, which, from lapse of time, and mere wear and tear, had become unequal to its duty, and the replacing of which would have required an expenditure which no company whatever, as half-yearly tenants, could have ventured to incur.

There are numerous large tin and copper lodes, of ascertained richness and value, running through the whole length of this property, all of which can be made immediately available, and which, when properly worked, will return large profits to the adventurers.

The advantages which the proposed company will have over the former adventurers are numerous and important; it will suffice to mention the following:—They will acquire extensive works, far exceeding in value the sum of £50,000, to be given for them. There are large quantities of ore, which can be raised out of the ground already opened, when, by the erection of the machinery, the water has been drained to a shallow level; and a steady and constantly increasing quantity of ore, left by the former adventurers, in the various levels, from the surface to the bottom of the mine, neglected when tin ore was at the rate of £35 per ton, but which, with tin ore at £45 per ton (the present price being £60 per ton) will return a handsome profit. At the period when the mines stopped working, the vast mass (or, as it is termed "More") of tin in the main lode, which produced such extraordinary returns, was left going down to the bottom of the mine as large and as valuable as it ever was. Under the improved system of mining which will be adopted (and mining was never so well understood, or so economically conducted, as at the present moment), great savings will be effected in the following items:—

On the cost of materials £25 per cent.
On labour cost, from the use of a man-engine for conveying the minerals without any useless expenditure of time and strength to and from the bottom of the mines 15 per cent.
On the cost of dressing the ores 20 per cent.
On the cost of drawing the produce to the surface, owing to the modern improvements in the machinery used for such purposes 80 per cent.

The proposed company will also have the benefit of long leases, enabling them to develop the resources of the mines in a lasting and miner-like manner. The levels already driven, shafts sunk, and ground opened at a great expense, will be of inestimable value in extending the course of the lodes, and driving "cross-cuts" to intersect the parallel (or "side") lodes at different depths.

From the attention of the former adventurers having been engrossed by the amazing riches of their main lode, these side lodes, though proved to be exceedingly rich wherever they have been touched, were never worked to any depth. When this is done, the same rich discoveries may be expected as so recently rewarded the adventurers in the United Mines in Gwennap, where, under similar circumstances, the discoveries made in the side lodes immediately returned large profits.

Estimates, compiled from sources entirely to be relied on, show that an expenditure of £100,000 will suffice to bring these mines into a perfect and lasting working condition, which expenditure is apportioned as follows:—

For machinery, including steam-engines of the highest power, for pumping, hauling, stamping, crushing, and a man-engine . . . £45,000
Materials 12,000
Labour cost 25,000=£80,000
Leaving for contingencies 20,000

The returns, calculated with tin ore at only £45 per ton (the actual rate being now £60 per ton), are estimated as follows:—
For the first year (while the drainage of the mines is proceeding) . . £20,000
For the second year 60,000
For the third year 80,000

And afterwards progressively, with a prospect of still further increase in subsequent years.

The mines are divided into 200,000 shares of £1 each, thus forming a sum of £200,000, of which £100,000 will be devoted as specified to bringing the mines into full and efficient working condition; £50,000 will be available for working capital; and the remaining £50,000 will be the consideration to be paid to the grantees, of which sum £7000 will be paid in cash for the immediate expenses incurred by them, the remaining £43,000 will be paid in 45,000 paid up shares, which will remain under the control of the committee until dividends shall have been declared to the amount of 10 per cent. on all the shares of the company. This arrangement has been proposed by the grantees, in order to mark in an emphatic manner their own confidence in the result.

The shareholders shall have the power, at their first meeting, to appoint two auditors, who shall also be shareholders, one of whom shall go by rotation annually, but be eligible for re-election.

Reports from mine agents of character, capacity, and experience, and from practical miners who have worked in these mines for the greater portion of their lives, are appended to the prospectuses, which may be obtained of the Committee, at the temporary offices of the Company, 1, Royal Exchange-buildings; or from the brokers, to either of whom applications for shares, in the annexed form, may be made.

FORM OF APPLICATION FOR SHARES.
Great Wheel Vor United Mines, No. 1, Royal Exchange-buildings.

To THE COMMITTEE.—GENTLEMEN: I request you to allot me shares in the above undertaking upon the terms of your prospectus, and I agree to accept the same, or such number as may be allotted to me, and to pay the sum of £1 sterling per share thereon when required, and to abide by the rules, conditions, and regulations of the Cost-book of the said mines.

Name
Address and Occupation
Date
No reference will be accepted unless it be given to a banker or stockbroker.

SOUTH ALFRED CONSOLS COPPER MINE, HAYLE, CORNWALL.
Conducted on the "Cost Book Principle."—Is 5000 shares of £1 each.

OFFICES.—No. 5, ADAM'S COURT, OLD BROAD STREET, CITY, LONDON.
COMMITTEE.
HENRY BROOKES, Esq., Titchfield Villa, North Gate, Regent's-park.
RICHARD HALE, Esq., Crescent, Minorca.
WILLIAM FENTON, Esq., Barnaby Park.
FREDERICK REYNOLDS, Esq., Homerton.
EDWARD STANWAY, Esq., Myddleton-square.
SAMUEL WEATHERLEY, Esq., New Cross.

BANKERS.—Messrs. Spooner, Atwoods, and Co. **MANAGING AGENTS** on the Mine.—Captain Paul Toy. **PURSEY.**—Mr. Charles Bawden, Tavistock, Devon.

SECRETARY.—Mr. George Edward Fenton.

The set of the South Alfred Consols Copper Mine is situated in the midst of several of the most productive mines in Cornwall—viz., Alfred Consols, Great Wheel Vor, West Alfred Consols, Wheel Reeth, Wheel Prospect, Wheel Smart, and the Herland Mines—the lodes of several of them running directly through it. It is immediately bounded on the south by the Great Wheel Vor, on the east by the well-known Alfred Consols,

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The twelfth annual meeting of proprietors in this company was held at the offices, Leadenhall-street, on Saturday, the 8th inst.,—

Mr. C. W. HOWELL (the secretary) read the notice convening the meeting, and the following

Pursuant to the notice, dated 16th November, convening the annual general meeting of proprietors for this day, the directors have now to submit to you their report of the company's affairs for the twelve months ending 30th September, 1852. A statement of the accounts, duly audited, together with supplementary documents, have been laid on the board-room table, for the last seven days, for the inspection of proprietors.

The accounts of the year's operations exhibit the following results:—
Balance of net profits for the year ending 30th September, 1852, after providing out of the earnings the usual reserves for wear and tear, insurance against sea-risk, and depreciation £97,879 12 3
Less balance of undivided profits from the previous year 8,244 2 1

Leaving disposable for dividend, &c., for the year £106,123 14 3
Deduct dividend for the half-year ending 31st March, 1852 45,954 12 0

There remains £60,169 2 3
From which has to be declared the half-year's dividend of 4 per cent., now about to be recommended, and estimated to amount to 46,000 0 0

A balance then remains, to meet contingencies, and to be carried to next year's account of £14,169 2 3

THE GUARANTEE INSURANCE FUND.
At the last annual general meeting this fund amounted to £104,610 5 11
Appropriation to this fund from the proprietors underwriting account, for the year ending 30th September, 1852 7,014 8 10

And this fund now amounts to £201,624 14 9

DEPRECIATION FUND.
At the last annual meeting this fund amounted to £271,054 10 3
Add the usual 5 per cent. for depreciation on the floating property for the twelve months ending 30th September, 1852 40,000 0 0

There remains £311,054 10 3
Deduct proportion of the value of the steam-ship, *Braganza*, condemned and broken up 14,000 0 0

There remains £297,054 10 3
Deduct amount expended during last year, for extraordinary repairs and improvements to several of the company's vessels 37,000 0 0

This fund now amounts to £260,054 10 3

PROPRIETORS' UNDERWRITING ACCOUNT.
The balance to the credit of this account, as exhibited by the accounts ending 30th September, 1851, amounted to £29,535 3 5
Deduct paid to proprietors as underwriters, in January, 1852 20,493 2 0

Leaving a balance of £9,042 1 5
To which is to be added the annual premium on the estimated value of the floating property of the company, for the ordinary sea-risks for the year ending 30th September, 1852 40,000 0 0

There remains £49,042 1 5
Deduct amount expended in the repairs of sundry ships, consequent upon damage sustained at sea 12,985 11 2

Leaves £36,056 10 3
Deduct amount carried to the insurance fund to meet extraordinary casualties, &c. 7,014 8 10

And a balance remains, at 30th Sept., 1852, of £29,042 1 5

Out of which the directors recommend a payment of 11 per cent. share, and a proportionate amount for every new share, early in the ensuing year, to each proprietor on the number of shares for which he may be entitled to the dividend now about to be declared; which it is estimated will amount to 22,500*l.*, leaving a balance to the credit of this account of about 6,500*l.*, to be carried to the next year's account.

PREPARATIONS FOR THE EXTRAORDINARY POSTAL SERVICE WITH INDIA, CHINA, AUSTRALIA, &c.—The new postal service, to be commenced in January of the ensuing year, under the company's engagement with her Majesty's Government, was stated, in detail, in the last half-yearly report of the directors. In order to commence and maintain that service with efficiency as well as to make timely preparation for meeting the requirements of the progressive development of oriental traffic which may be confidently looked forward to, the directors have considered it necessary that a large addition to the company's fleet should be made. A reference to the prefixed list of the company's ships in service, under construction, contracted for, will show the extent of that addition.

In making the requisite arrangements for this object, the directors have entered into engagements involving an ultimate outlay of about 800,000*l.*, of which about 600,000*l.* remains yet to be liquidated, as the work in constructing the ships and engines may progress.

WAYS AND MEANS.—Looking at the excess of this outlay beyond the amount of capital remaining to be called up—to the large proportion of it which must be comparatively unproductive until the ships are completed and in service—to the fact that some time must elapse before a full development of traffic on the new lines of communication can be reasonably expected—the directors have deemed it expedient to avail themselves of the present favourable state of the money market, and of the powers vested in them by the Royal Charter of Incorporation and Deed of Settlement to take up, on debenture, for terms of three and five years, such sums as they may find necessary; and to apply the same, in the first instance, to meet a part of the above-mentioned outlay. With this view, the directors have obtained a warrant of the Lords Commissioners of the Treasury (which was requisite under the terms of the charter) to take up money on debenture, to the extent of 400,000*l.*, if required, over 100,000*l.*, which was originally authorised by the charter. Considering that when the new vessels shall be completed, the company will possess a property of upwards of two millions sterling, unencumbered by any liabilities, except such part of the above stated sums as may be taken up on debenture—that they have a guarantee insurance fund of 201,624*l.* 14*s.* 9*d.*, to meet any extraordinary casualties to their ships, which may exceed the ordinary risks provided for by the premiums charged on the trade account, besides a depreciation fund for maintaining the integrity of the company's property—the directors felt confident that such sums as they might require would be raised on advantageous terms. This expectation has already been confirmed by an offer, which they have accepted, of 100,000*l.*, at the rate of 3*½* per cent. interest.

With a view to the accommodation of such proprietors as may desire to invest in the company's debentures, it is the intention of the directors to reserve a part of such further sums as may be required, and to give the preference of taking them up, at the above rate of interest, to such proprietors as give notice of their desire to avail themselves of that preference on or before the 1st of January next. The directors feel confident that the proprietors will recognise the policy of this measure, for protecting their interests in the most effectual manner, under the circumstances pointed out.

OPENING THE STEAM COMMUNICATION WITH AUSTRALIA.—In their last report, the directors stated that they were about to dispatch two new steam ships, the *Chusan* and the *Formosa*, to Australia, to make some experimental trips between Australia and Singapore, with a view of obtaining the necessary experience for the efficient organisation of that new branch of communication. They have now the pleasure to announce the arrival of the first of these vessels, the *Chusan*, at Sydney, on the 3d of Aug. last, having previously called at Melbourne; being the first vessel which had appeared there, to conduct the important colonies by steam communication with the mother country. The event was hailed by the colonists with the most lively demonstrations of satisfaction. And it is also a gratifying reflection to the directors, that this company, which was the first to make a proposal, some years ago, to the then Government for establishing the communication, should also be the first to place a vessel in the position to give practical effect to that so much desired and so long procrastinated measure.

ASSISTANCE RENDERED BY THE COMPANY'S VESSELS IN THE BURMESE WAR.—The directors have at another instance to record the services of the company's vessels in the enterprise for warlike purposes, as well as for improving the communications and developing the commercial resources of our vast oriental empire and dependencies.

In the absence of any other means equally efficient, the ships of the company were recently employed by the Indian Government for conveying troops from Calcutta to the seat of war in Burmah, and about 2500 troops were carried to Rangoon, in an average passage of about three days from the Sandheads. Not only were the company enabled to render this important service, by means of their reserve vessels, without interrupting the post service, but when the East India Company's stock of coals had been exhausted, by the sudden demand upon it for their steam vessels at the outbreak of the war, this company were able, from their stock, to supply 2000 tons of coals to the Indian Government, to assist in prosecuting the war.

REDUCTION OF PASSAGE MONEY.—The directors being aware, from experience, how effectually a reduction of the cost and an increase of the facilities of travelling contribute to add to the number of travellers, have considered it desirable, in consequence of the more frequent communication they are about to establish, to lower the rates of passage between Europe and the East simultaneously with the commencement of the new service. The particulars will be shown in the company's handbooks, to be then circulated.

CASUALTIES.—The proprietors will have learned from the public prints, that a fire took place in the company's ship, the *Indus*, on the 4th of July last, while undergoing repairs and alterations in the dry dock of Messrs. Wigram, at Blackwall. The ship being constructed of iron, and divided by iron bulk-heads, this fire, which must have proved totally destructive to a wooden vessel, was arrested in such time as to cause only a partial damage. With the exception of the foregoing, the directors are happy to say that they have no casualty of importance to report for the past year.

THE EGYPTIAN RAILWAY.—This important work is progressing favourably. It is confidently expected, that in the course of the ensuing year it will be completed from Alexandria to the Nile, at Neghieh, which will supersede the most inconvenient part of the present route across Egypt—namely, that by the Mahmoudieh Canal.

DISPOSAL OF OLD SHIPS.—The steam-ship *Braganza*, lately on the Bombay and China station, having become much worn, and the expense of repairing her in India being estimated at a very high sum, the directors considered it better to break up the hull, and sell the materials at Bombay. She has, accordingly, disappeared from the present list of the company's fleet. Her loss is fully covered by the same to her credit in the depreciation and repair funds. The directors have also recently sold the steamships *Jupiter* and *Montrose*, lately employed on the Peninsular station—the former by public sale, the latter to the Portuguese Government. These two vessels had become unsuitable to the present requirements of the service, and will, in a short time, be replaced by the two new screw-ships, *Cadiz* and *Douro*, which are now in an advanced state of construction, on the most approved principles, and with all the most recent improvements.

INSURANCE ON SHIPMENTS BY THE COMPANY'S VESSELS.—For some time the vessels of the company plying in the eastern seas, and particularly to and from China, were exposed to much difficulty in obtaining full cargoes of fine goods and specie, from the circumstance of the local insurance offices and underwriters demanding much higher premiums than the nature of the risks warranted, or were required for similar risks by underwriters in this country—and also in consequence of those local offices limiting the extent of their risks on one bottom to such amounts as generally fell very far short of the value of the goods and specie offering to be forwarded by the company's vessels. The directors, therefore, felt it to be their duty to encourage an arrangement by which agencies of marine insurance companies and of individual underwriters in London have been formed at Calcutta, Bombay, and Hong Kong, and are about to be formed

in Australia. By this arrangement, policies are opened for goods and specie shipped by the company's vessels, at fair and moderate rates of premium, and to a much greater extent than that prescribed by the rules of the local offices.

LIFE INSURANCE AND SUPERANNUATION ANNUITIES FOR THE BENEFIT OF THE OFFICERS, SEAMEN, &c., IN THE COMPANY'S SERVICE.—The number of deaths occurring, and which must necessarily happen in so large an establishment as that of this company, and the frequent cases in which the liberality of the company has had to be exercised for the relief of families of deserving persons thereby left in distressed circumstances—as well as the consideration that, at no very distant time, many good servants of the company must become no longer fit for active service—induced the directors to turn their attention to some means of enabling their officers, seamen, engineers, and others, to effect, at moderate rates of premium, insurances on their lives, as well as to provide for themselves annuities, when age or accident may render them unfit to serve the company. With this view, and acting on the recommendation of the proprietors at the last half-yearly meeting, the directors felt it their duty, in conjunction with other steam navigation companies, to encourage the formation of the "Marine Life and Casualty Mutual Assurance Society," the object of which is chiefly to effect insurances, and to grant superannuation allowances of the description alluded to. As an encouragement to the seamen and others in the company's service to avail themselves of the benefits of this establishment, the directors have offered to contribute, from the funds of the company, the difference of premiums for life assurance between the ordinary land risks and the extraordinary risks arising from the nature of their maritime occupations, and also a portion of the annuity premium. This degree of encouragement, the directors trust, will meet the approval of the proprietors, inasmuch as while it will relieve the company, in future, from many claims on their justice and humanity, it will promote a feeling of providence and self-dependence throughout their increasing establishment. The directors are happy to add that the plan has hitherto been very successful, a large number of seamen and others in the company's employ, having already availed themselves of the advantages of the institution; and, they are convinced, that when this society is enabled to extend its sphere of operations by the contributions and encouragement of the other leading steam-companies and shipowners, the benefits that will accrue will be very sensibly felt among that important body, the mercantile marine of this country.

SOUTHAMPTON SCHOOLS FOR EDUCATING THE CHILDREN OF SEAMEN AND OTHERS IN THE COMPANY'S SERVICE.—This establishment, in which many of the proprietors have evinced so much interest, is advancing very satisfactorily, about 300 children being now educated in it. A separate report of its progress and present state is laid on the table, and will be circulated with this report, for the information of proprietors. The directors have much gratification in being enabled to state that the provision for educating the children of the seamen and others in the company's service—for enabling them to ensure a certain provision for their families in case of death—and the introduction of the temperance system among the crews of your vessels, combined with liberal wages and good treatment, have produced a feeling of attachment to the company's employ, which, while it has tended greatly to improve the moral habits of the seamen, is highly advantageous to the interests of the company. While insubordination, intoxication, and other irregularities are so frequently complained of, and the difficulty of efficiently manning the ships of the Royal Navy and the Merchant Service has become a subject of serious public concern, your directors can state, without hesitation, that the occurrence of such irregularities on board of the company's ships is exceedingly rare, and that they never do experience any difficulty in obtaining the services of seamen, engineers, &c., of superior character and qualifications, for manning your vessels.

DIVIDEND.—The directors now recommend that a dividend of four per cent., clear of income-tax, for the half-year ending 30th September last, be declared, and be payable on and after the 23d inst.

The CHAIRMAN called the attention of the proprietors to the extended services which the company would have to perform in February next, in pursuance of their various contracts. They had undertaken a bi-monthly service from Southampton to Calcutta, also from Marseilles to Malta, and between Singapore and Australia, *via* Adelaide and Melbourne; a monthly communication between Bombay, Singapore, Ceylon, and China; and Calcutta, Singapore, and China. It was, therefore, necessary to increase the number of ships, and to do so without considerable outlay, and the directors had carried out of which he believed would largely conduce to the interests of the company. He congratulated them on the bright prospects which were before them, and the good fortune which had attended their progress since the last meeting, having had no casualty at sea. They had been able to render important service to the Indian Government during the Burmese war, and he thought they might look back with gratitude, and forward with hope, as they were not going to take the second place in providing accommodation with the East.

In reply to a proprietor, Mr. ANDERSON informed the meeting that the Pacha of Egypt, requiring about 100,000*l.*, to enable him to pay to the Sultan his tribute in advance, which had been requested for the prosecution of some works, the company had advanced that sum for his use for one year, at 6 per cent., they having been enabled to obtain money on favourable terms, upon which they had the security of the Customs' dues of Alexandria, amounting to 400,000*l.*, and the private fortunes of himself and son.

Dr. BEATTIE considered the report highly satisfactory. He remarked on it in detail, and particularly on the part which would result from the establishment of communication between Singapore and Australia, which would greatly augment the growing trade, and enable silk, silver, &c., from China, to be exchanged for the gold of Australia, so much needed.

The meeting having been addressed by Major Oldfield, Messrs. Wyndham Gould, Herpath, Lewin, Willcox, Hadow, and others, the report was unanimously adopted, and the parties separated.

The company have now in their service three vessels for the Southampton and Alexandria service; six for Marseilles; six for Singapore and Calcutta; six for Bombay and China; three for Calcutta and China; two for Singapore and Sydney; one for the Canton local service; four for the Constantinople and Peninsular; four store ships; and eleven vessels building: making a total of 42, burden 53,850 tons, and representing 14,290-horse power.

SOUTH AUSTRALIAN COPPER MINING COMPANY.

A special general meeting of shareholders was held at the offices in Gracechurch-street, on Monday, the 6th inst.,—S. H. ARMITAGE, Esq., in the chair.

The CHAIRMAN said the objects of the meeting were to receive and adopt, or otherwise, a report from the committee of investigation, and also one from their engineer, and to confirm the proceedings up to that day. The direction of the company had been left in a very anomalous position, as from deaths and resignations, the whole responsibility had been left to himself and Mr. Duppa. He had, however, persevered to uphold the interests of the company, and he was happy to inform them that the entire of the preliminary expenses to that day amounted only to 1030*l.*, a circumstance, perhaps, unparallelled in the history of any other mining enterprise.

The committee of investigation were satisfied of the value of the property, and the company's property, as a commercial speculation, and, although, from prudential motives, they had abstained hitherto from saying too much on the subject, he assured them it was well known there was gold on the property, independent of which the mineral wealth was of that character that he had no hesitation in saying a very early dividend, and continuous ones, would be the result.

Mr. FULLERTON, a member of the committee, then read their report, which was supplementary to one submitted on the 22d of Nov. last; it stated that they had named six gentlemen to act as a committee of management, subject to the confirmation of the proprietors, and that they had carefully investigated the accounts, and found the expenses had been kept within the lowest possible limits; their engineer had made every arrangement for obtaining the necessary machinery, tools, &c., and their shipment, and had also engaged 12 miners, who, with their wives and families, would sail in a week or 10 days, at an expense of 26*l.* 10*s.* for the whole party, and others would follow at a cost of only 10*l.*

Mr. BARRETT, the company's engineer, then read his report, which stated that the machinery, which had been constructed at the Ferran Foundry and Messrs. Nichols' works, at Exeter, was of the best description, and equal to anything he had ever inspected. Not having been himself on the property, his specifications and instructions were founded on the recommendation of Mr. Trevartha, the Colonial Government Mineral Surveyor, and of Captain Pascoe, their agent in Australia; according to which, he had obtained a 60-inch cylinder engine, with equal beam, three boilers, 12 tons each, with grinders, jiggering machines, and other necessary mining apparatus, tools, &c., and in every case where requisite, the several parts were in duplicate. The committee had made a very advantageous contract, and in consequence of the recent rise in the price of metal a considerable saving had been effected. Capt. H. Rickard, of Devon Consols North, had been engaged to go out as mine underground captain.

These two reports were unanimously adopted.

Mr. VALLANCE then read the rules and regulations, which he said were founded on the Cost-book System. The company was divided into 50,000 shares, of 1*l.* each; six shareholders, qualified by holding 200 shares each, formed the managing committee in London; and a sub-committee in Australia consisted of five shareholders, holding each 100 shares, with other usual clauses, and in addition to the regular meetings called by the purser, a general meeting could be obtained on the requisition of 10 or more proprietors, holding an interest of not less than 5000*l.*

The names of Capt. Ingfield, Messrs. Armitage, Longcluse, Charles Locock Webb, Croft, and Thompson, having been enrolled as the managing committee, and Mr. Armitage as purser and manager, the rules were sanctioned unanimously.

Mr. THOMPSON addressed the meeting, and stated that he had, some months since, been requested to join the direction, but had declined, until a thorough investigation had been gone into as to their position and prospects. This having now been done, and the report being highly satisfactory, he willingly undertook the duties, and should devote his utmost possible time and attention to the interests of the company.

Messrs. Brown, Thompson, and Webb were then unanimously appointed trustees, and Messrs. Fullerton and Henry auditors.

The sum of 100*l.* was placed at the disposal of the committee of investigation, and a resolution was passed to settle the remuneration of the purser from the 5th Feb. last at the next meeting, to be held in July, 1853, when thanks having been voted to the chairman, the meeting separated.

CLEW BAY COPPER MINES (Ireland).—These mines are located in Clew Bay, near Newport, Mayo, and are under the direction of Capt. R. Mates (many years attached to the Wicklow Mining Company). The mines were surveyed by Adam Murray, Esq., previous to his recent visit to America, and reported upon most favourably: Mr. Mates, with a band of active miners, is now busily engaged at work, and expects in a few weeks to have fine copper ore ready for the market, fully equal to the samples on view at the company's offices. The shareholders will be pleased to learn that at the weekly meeting of directors, on Monday last, a report from Captain Murray was read, showing the promising character of the mines; he said he followed in the morning (Dec. 2) we shall commence making a floor to hold the copper, which, I believe, we shall soon have, and I will do all in my power to raise, in a very short time, some 50 or 60 tons of ore, so that you can have it for the market. I have not the slightest doubt that the Clew Bay Mines will prove to be the most valuable Ireland ever produced, for I have had plenty of mining experience in my time which makes me so boldly express the above.

HOLLOWAY'S PILLS, FOR THE CURE OF DERILITY, BILE, LIVER, AND STOMACH COMPLAINTS.—This inappreciable medicine is so well known throughout every part of the civilised world, and the cures that are daily performed by its use are so wonderful, that it now stands pre-eminent above all other remedies, more particularly for the cure of bilious and liver complaints, disorders of the stomach, dropsy, and debilitated constitutions. In these diseases the beneficial effects of this admirable remedy are so permanent, that the whole system is renovated, the organs of digestion strengthened, and free respiration promoted; therefore sufferers should have recourse to it to ensure a safe and certain cure. Sold by all vendors of medicine, and at Professor Holloway's establishment, 244, Strand, London.

Original Correspondence.

THE REPORT OF COMMITTEE OF HOUSE OF COMMONS ON COAL MINES, 1852. CORONERS' INQUESTS—SPECIAL INQUESTS.

Sir,—The attention of your correspondents has been so much absorbed by that part of the report which treats on the steam-jet, as to leave unnoticed many excellent suggestions, and others of more doubtful expediency, which it contains, and which are the more especially worth attention in consequence of current rumours that it is the intention of her Majesty's Ministers to bring certain measures before the Legislature based upon these recommendations. One of these suggestions is, that special coroners should be appointed to investigate the causes of those deaths which result from accidents in mines. The necessity there is for some alteration and improvement in the present most unsatisfactory system can scarcely fail to be readily acknowledged by all who have witnessed the proceedings of the existing courts of inquiry, which, according to the evidence of one of the coroners of Glamorgan, "is more injurious than useful," and which have been frequently exposed and condemned in your columns. It is very questionable whether the remedy proposed will be sufficient to eradicate the evils complained of, without there be also some change in the composition of the jury, as well as in the presiding officer. It not unfrequently happens that the juries are composed, either in part or altogether, of men so thoroughly uneducated as to be unable to write their own names; it is not, therefore, surprising that a failure of justice should ensue where questions of considerable intricacy are submitted to their decision. The folly of imposing duties on men which a want of intelligence and their dependent circumstances utterly disqualify for the due performance of them, is strikingly shown in the majority of their verdicts, and by the evidence of the coroner previously quoted, who says, "in the mining districts the workmen formed the juries, and, as a matter of course, none could be found to return verdicts, or levy deadwits, by which their employers would be injured." In inquiries of such vital importance, both as regards the lives of the men and the property of the owners, it is essentially necessary that the jury should be composed of men possessing, at least, an ordinary education, and of some, if not of great intelligence; whilst, above all other qualifications, they ought to be thoroughly independent of, and totally unconnected with the owners or managers of the colliery in which the fatal accident has occurred. Instead of collecting together, by chance or accident, a herd of ignorant men, as is frequently done, and investing them with the serious and responsible duties of jurymen, which they are incapable of appreciating as they ought, and inadequate to perform, it would be much better to diminish the number to six or seven men, to be elected from the sheriff's list of grand jurymen of the quarter sessions of the county. With such a class of men for the jury, and a coroner specially appointed on account of his peculiar fitness to preside at such inquiries, there can be little doubt but that a great improvement would speedily be observable in coroners' inquests on deaths happening in mines.

But it may be, and is frequently, said that these inquiries are only preliminary to other legal proceedings; and be the verdict as it may, the decisions are not final, and that the question is still open to magisterial supervision, and to an investigation in the superior courts. Theoretically this is correct, but in practice the verdict of a coroner is generally conclusive. The instances wherein such a verdict has been given, and an inquiry subsequently instituted by the magistrates, are of very rare occurrence; and from this cause a spirit of indifference to, and distrust of, their proceedings is very prevalent among the miners, and great dissatisfaction exists among them, from the conviction of the inadequate protection afforded them by the existing laws, and the mode of administering them.

The committee report "that several witnesses of knowledge and experience strongly recommend that, in inquests held after explosions, more diligent inquiry should be made than has hitherto been customary into the causes, as well as the proximate causes of explosions and loss of life." This is an admirable suggestion, and, if carried into effect, can scarcely fail of being very beneficial. The only objection to the recommendation is, that its application appears to be restricted to explosions only, and that it is not to include the inquiries on deaths from other causes. A reference to the returns, published in your Journal shows that during the last four years 2448 deaths have occurred from accidents in mines, and that of this number 1102 were caused by explosions; whilst 1346 were owing to falls from the roof, and other accidents. It is obvious, therefore, that a partial application of the proposed remedy would leave untouched the most prolific sources of violent deaths, although its direct tendency would be to impel the adoption of every sound and precautionary means for the prevention of these constantly recurring accidents, as well as of those which are the most terrific agents of destruction.

The suggestions alluded to are undoubtedly of great value, and it is to be hoped that some legislative measures, founded on the recommendations of the committee, and designed to remedy the existing evils in connection with coroners' inquests, may be so framed and enacted as to effect a thorough improvement on the present system, and sufficiently stringent and comprehensive, so as to give additional and all requisite security to the lives and property risked in mining.

J. RICHARDSON, C.E.
North, Dec. 8.

THE COPPER TRADE.

Sir,—I must be allowed to doubt the correctness of what "A Miner" (Redruth) states on the subject of a smelters' combination; the thing appears to be too monstrous. Can he really prove that, previous to the sales of ores, the copper companies' agents meet, and apportion the quantities? If so, as in a market *ouvert*, which the ticketing are, he would find protection under our statute laws, and an action would lie against the smelters. Again, although no one can be more sensible than I am of the value which the late Capt. Darvey was to the mining interests of Cornwall, his spirit, at all events, has descended to his son. Would he and many others tamely submit to "such a state of things?" Besides, I take it that the working out of such a system is surrounded with practical difficulties. I can comprehend a maximum price being fixed for ores, but within that range I do not see how an apportionment can take place. There is certainly a great uniformity in the amount of ores purchased weekly by the several copper companies, but is not this to be accounted for by other causes than by an apportionment among themselves? I am quite of opinion that if they, or he, will remedy the existing evils in the manner in which the ore trade is carried on I not only admit, but I have freely commented on it; and that the smelters are indispensible to any alteration is to be deplored, as much on their own account as on that of the miners. I am free also to confess that the copper smelting trade is not such as it was, when the late Mr. Pascoe Grenfell gave a tone and a character to it; there has been a strong infusion of "semite" blood in it. Nevertheless, I cannot contemplate the fact as stated by "A Miner" (Redruth) as the probable consequence, as the jealousies and strong personal feelings which have provoked the miners from what might otherwise have been an ordinary monopoly exist still in full force.

THOMAS IRVING HILL.
Gray's Inn-square, Dec. 7.

MINING IN IRELAND—THE DHURODE MINE.

Sir,—In your Journal of the 27th Nov. "A Miner" (dated from Bantry) finds fault with my exposing the "untruths" put forth by your own correspondent at Skibbereen respecting the Dhurode Mine; and then makes another misstatement, purporting to be taken from the company's prospectus, which he must have known was false at the time he wrote the figures, or else he never saw the prospectus at all. If "A Miner" at Bantry, or your own correspondent at Skibbereen, really wish, as they profess so profusely, to promote the prosperity of Irish mining, let them both (or if only one and the same) tell the truth, and nothing but the truth, in what they publish in the *Mining Journal* respecting Irish mines, and then they, or he, will be able to serve us, and themselves, better, more credit. If those writers are not pleased at my exposure of their falsities, let them manfully make themselves known, and I will prove the correctness of my statements, and whether I know my business or not. I do not again intend to reply to anonymous writers.

JAMES BENNETT.
Dhurode Mine, Dec. 6.

EAST DING DONG (IN MADRON AND GULF).

Sir,—Seeing from the reports of this mine that shares were at a premium, I took I upon myself this afternoon to visit the set, and beg to hand you the result of my personal inspection and inquiry. The engine-shaft, as left by the former workers, is thought to be about 18 fms. from the surface, and only commenced a renewal of sinking yesterday, which must progress slowly on account of the quickness of water. There was another shaft left by the former workers, about 16 or 18 fms. deep, and about 200 fms. from the present shaft, and it is from the supposed lodes in this the shareholders and public are, I believe, led to form wonderful expectations; but I found this shaft full of water, and the imaginary lodes in it never yet to have been seen by the present workers. This shaft can be forked only by means of steam power, aided from the intended site of the engine-house, by the additional expense of flat-roads. I learn that there are but three lodes in the set, to one of which the name of the "Key of Biscay" has been attached, and which is handed as presently being a prospect. I would certainly recommend to persons about speculating in it, first to obtain the opinion of some competent and respectable Cornish captain, as to the feasibility and integrity of the adventure.—SUBSCRIBER: Penzance, Dec. 7.

"THE REASON WHY?"—PORT PHILIP GOLD COMPANY.
Sir,—An anonymous correspondent, in the interest of the above company, has advertised in your last Journal his "reasons" why the shares in the Port Philip are recommended in preference to Colonial Gold—*viz.*, that there is no further call to be made upon them, and that they have the services, as manager, of Mr. Evan Hopkins. Although the advertisement is anonymous (but why so?) it deserves attention. The Port Philip has a capital of 150,000*l.*, all paid up, and a Royal Charter. The Colonial Gold has a capital of 500,000*l.*, of which 100,000*l.* is paid up, and a Royal Charter also. I am informed, however, that the sum subscribed by the latter company (100,000*l.*) will be ample to carry out all their operations, and that no more will be wanted. This may, or may not, be so. Another 100,000*l.* can be called, if requisite, by the committee, but the authority for any further raising of money must emanate from the shareholders as a body. The question is, what weight the public will attach to the fact of a limited capital in either case, when the field for the operations of two chartered companies (who can trade in gold as well as mine or dig for it) is so extensive, as events are showing it to be? The identity of country places the success of both on a par, all other circumstances being equal. I have the pleasure of being well acquainted with Mr. Evan Hopkins, the manager of the Port Philip concerns in Australia, and have no hesitation in stating my opinion that no company can have a better superintendence. Mr. Hopkins possesses, in addition to his geological knowledge, unlimited energy and perseverance, and had earned for himself a high reputation as a scientific miner long before his departure for the colonial gold regions.

FINCH-LANE, Dec. 8.
P.S.—It may be as well to add that the Nouveau Monde capital is 200,000*l.*, all paid.

ALLIANCE CALIFORNIAN GOLD MINING COMPANY.

Sir,—I trust the advertisement in your paper of to-day will be received as a satisfactory answer to the excellent letter from Mr. Lewis, of Birmingham, in your last week's Journal, relative to this company. It is true our advertisements have neither been so long or so frequent as some others; but that has resulted not from any desire to keep the public in ignorance of its existence and merits, but simply from the fact that the directors being well known, and having a large circle of friends connected with gold mining, the requisite capital has been thus far raised in that manner. There is, however, an error (or rather, as I suspect, a misprint), which it is important should be corrected—*viz.*, the saving effected by the improved machinery. This is put down at 5000*l.*; it should be 5000*l.*. But the board having, since the last meeting, been informed of the arrangements made by Mr. Bagge for the use of his patent *condenser*, I have no hesitation in saying that it will be nearer the mark, and, while I am not at present at liberty to state the principle upon which it acts, and, in justice to the company and the inventor to say that, having been personally inspected by a member of the board, it is pronounced not only the most efficient, but the most simple and inexpensive yet out. If, therefore, companies employing machinery, requiring in the first instance so large an outlay of capital, and after-

wards of skill and labour to secure about half the gold can be worked to a profit; and upon this subject there is now no doubt, what must be the profit of a company using these machines, which are not only much less costly in the first instance, but, requiring little attention, almost dispense with labour, and by their efficiency, although any quantity can be operated upon, save all the gold? I mention this because these machines destroy the last objection to gold mining, viz., the expense of labour, and the imperative necessity of amalgamation, now in use; and to the public nothing can be more important than the knowledge that the companies they may be about to join are not fulfilling the old proverb, "Buying gold too dear," which, from inexperience, may very easily be accomplished. On this subject the extensive information of the board has been of the greatest service to this company; for while others will, doubtless, by securing these machines, have as good machinery, I am quite satisfied none will have better or more efficient.

Essex-street, Strand, Dec. 8.

C. Hinks, Secretary.

GRAND DUCHY OF BADEN SILVER MINES COMPANY.

Sir,—A subscriber to your Journal, and a shareholder in this company, would feel obliged by the insertion in your columns of a few remarks. As you have observed, the Grand Duchy of Baden Company was the first in the field, among many new undertakings of the kind, to pay a dividend; and, though small, was made a few months after the formation of the company, and arose from part proceeds of silver found unexpectedly, while driving for the good ore ground which now displays itself. A fortnight ago the manager had ore to the value of about 2000*l.*, which, in all probability, is now converted into cash, and lying snug at the banker's. The yield is greater than even the sanguine hopes of a board of respectable directors anticipated; the prospects are good; the mine itself within a thirty-six hours' journey, and the property undisputed. In the face of all this, the shares remain at par (1*l.*), while the people are eagerly investing their money, at 2*l.* to 3*l.* prem., in Colonial Gold, Port Philip, and other enterprises, which have not yet sent out a single ounce of gold, and are removed from our country thousands of miles. I do not wish to depreciate the latter adventures, believing them to be sound, but, if possible, to obtain an explanation why the former appears to be so little in the public estimation. The only reason which occurs to me, is that John Bull does not actually see the precious metal, because the company prudently reduce the ore on the spot, in order to save freight and other heavy expenses; but I am told the real cause is from a few shares being sold in the market by a gentleman (whose name is known to me), and which were said to be disposed of by the directors. As the shares were a short time ago at a premium; but, discarding this as a reason, I beg the favour of some assistance from any of your correspondents who may kindly take the trouble to enlighten me and others concerned.

Dec. 8.

E. A. N.

THE LIBERTY MINING COMPANY.

Sir,—You will oblige me by correcting an error in the abridgment of the report on the Vaseulose Mine, inserted in last week's *Mining Journal*, wherein it is stated "that with 10 miners the Liberty Mining Company would pay a dividend of 4 per cent.," whereas, at the calculation there made, they would, on a capital of 100,000*l.*, pay upwards of 250 per cent., or 4*l.* per share. It is true that the directors do not hold out this result, but from the experiments made, they have no doubt that, when the mine has been properly developed, it will pay from 100 to 150 per cent., if not more. The latest accounts from the mine state that the quartz they are now raising is of the richest description, showing coarse gold to the naked eye. Several beautiful specimens of it have arrived in London. The force of miners at the mine has been considerably increased, and every exertion is being made to forward the operations with the utmost vigour.—H. H. Ross, Sec.: Hatton-court, Threadneedle-street, Dec. 6.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—The engine-shaft is sunk 7 fms. 3 ft. under the 100 fathom level, and is for some time past. The lode in the 100 fms. level, west of No. 1 winze, is 3 ft. wide, worth for copper ore from 20*l.* to 30*l.* per fm. In the 100 fms. level, driving north of the engine-shaft, we have intersected the lode, and have commenced driving east on it; it is 3 feet wide, and contains some stones of copper ore—a promising looking lode. The lode in the stope over the 100 fms. level, west of No. 1 winze, is worth for copper ore 80*l.* per fm. The lode in the stope over this level, east of the winze, is worth for copper ore from 50*l.* to 60*l.* per fm. The lode in the stope east of No. 2 winze, is worth for copper ore 50*l.* per fm. Wyld's shaft is sunk 3 fms. under the 100 fms. level, and has been extended 10 or 12 fms.; here the lode is, on the south part of the lode is not yet intersected. The lode in the stope over the 90 fms. level is just as reported last viz., 30*l.* per fm. All the other parts of these mines are just as reported last week.

APPELDORF.—The engine-shaft is sunk 38 fms. A cross-cut has been driven west in the 20 fms. level about 35 fms.; and when 14 fms. from the shaft, a north and south lode was intersected; this lode is about 2 ft. wide, composed of flookan and quartz, but has not been driven on at this level; a cross-cut has also been extended east about 8 fms., and another north and south lode intersected, and which has been driven on north and south about 32 fms., and found to vary from 1 ft. to 2 ft., composed of quartz, flookan, and a little mundle. In the 38, seen in the western cross-cut at the 20, the lode is in the shaft, and has been extended 10 or 12 fms.; here the lode is, on an average, about 2 ft. wide, composed of flookan, quartz, and mundle. A cross-cut has been driven, east of this level, about 25 fms.; and about 2 fms. from the shaft a lode has been met with, bearing a little north of east, and underlays north from 5 ft. to 6 ft. in a fathom; this lode is 15 in. wide, composed of quartz, mundle, and lead, from which good stones of the latter have been broken; about 9 fms. from the shaft a flookan slide has been intersected, and driven north about 7 fms.; this slide underlies east 5 ft. in a fathom. The eastern lode seen at the 20 is in this level in a disordered state, as there is but little to be seen of it, and I think this is occasioned by the slide. Taking the indications of the new lode into consideration, and that the necessary alterations in the pitwork, &c., required, previous to sinking, is nearly completed, I would recommend that the shaft be sunk for another lift as soon as possible, so as to see the lode at a deeper level. I am not aware of any other parallel lodes having been seen at the surface, but should there have been any discovered within a reasonable distance, the extending of the present cross-cut would be desirable.—JAMES SCOTCHDOPE.

ARUNDELL COPPER MINES.—Extracts from the correspondence of Mr. Williams the captain of the mines, with the purser in London, from October, 1852:—
Oct. 27.—The lode cut in the adit yesterday is about 2 ft. 6 in. wide, a very kindly lode, composed of gossan, mundle, and some of the stones shaded with copper. Oct. 30.—There is still a quantity of water coming out of the present adit end, and I am of opinion we shall cut another part belonging to the lode; it was a large lode when seen in the eastern pits, and in all probability it may have split and appear in two parts in the adit end.

Nov. 6.—I have set the adit level to drive by six miners and a labourer, to draw away the stuff, at 4*l.* 12s. per fm.; the ground is mixed up with branches, which indicates our being near another part of the lode.

Nov. 9.—The lode which has been lately cut holds out good promise of being productive of copper when seen at a deeper point; our other operations here during the past week have been confined to boring a hole from surface to the adit level for the purpose of ventilation, which is now being completed, and the men are now preparing to go on sinking Williams's shaft. There are already two lodes gone through in the adit level, independent of the great champion lode, the immense size of which, and the extraordinary quality of the ore, together with the important features of the surrounding strata, is pronounced by practical miners to be one of the most promising lodes ever seen. We cannot do better than continue the working of the adit in connection with the shaft, with as much speed as possible, the more so because of the favourable position of the ground, and the fact that the lode is in a more or more situations, and I have no hesitation in stating that no mine I have ever seen holds out a better prospect of large returns from a small outlay than this.

Nov. 11.—The men are now engaged driving in a place in the side of the adit level, to go into when they blast the lodes, instead of having to come out to the mouth of the adit, as they now do, all the distance from the end. We cut a branch yesterday, which is bursting with water, impregnated with mundle; there is every appearance of our being very near a lode, or, at least, a part of the one we have just gone through.

Nov. 13.—We have driven west in the last level about 12 ft., which appears to be much larger than it was when we cut through it in the adit level; it is now 3 ft. wide, with two well-defined walls, just the same character as when cut through in adit.

Nov. 15.—Annexed you will perceive a list of the names of the miners who have applied, and wish to have shares in this mine. I have arranged with them; they are to allow a small sum per month per share, until the amount of the shares shall have been paid for.

Nov. 20.—The ground in the adit is rather harder, and still very wet, consequently we are not able to make that progress in driving at present as we have hitherto made. The men who were working the shaft are now engaged in sinking the ground through to the adit in the same direction we bored the hole. The air being so light on the hill, I cannot get the top pump to draw the water out of Williams's shaft to the depth I should wish; and I am now preparing a syphon pipe, to draw it away from the top 30 ft., which will be a very great saving in labour, and the same pumps will do under that to supply the syphon. Our carpenter and smith are busily engaged preparing the new whim for Watson's shaft.

Nov. 23.—In cutting a small heat through Mr. Amery's ground, to convey the water out that is coming from the shaft, we have cut through the ground below the road in set No. 2, and in doing this we have crossed over two lodes, or, at least, have seen the gossan on the backs, which is a beautiful one. It is certainly very pleasing to see such beautiful gossan on the back of the lodes, and so near the surface. At a future day, when the weather is more settled, we may, if thought necessary, to open a much greater extent on these lodes, in order to see what their character may be.

Nov. 27.—The air-shaft will be completed to the adit on Monday, which is a very desirable object.

Dec. 1.—We have put the syphon pipe to work, drawing water off from Williams's shaft, and discharging it down the late shaft to the adit level; it works exceedingly well; we shall now be able to go on sinking Williams's shaft. I hope we shall be able to sink Watson's shaft also; we found the water had gone down 3 ft. yesterday. The ground in the adit still continues the same. We are now preparing the smith's work for the wagon road in the adit, for the purpose of removing the stuff from the mine.

Dec. 4.—To-day being our survey day, I set the adit level to drive by six miners 2 fms. or the month, at 3*l.* 5s. per fm. As I told you in my last, our syphon pipe works exceedingly well, and the men commenced on Tuesday sinking Williams's shaft. The Monday after next day is always set apart for the purpose of repelling the stuff up the lode for the month. I have set all the ground to sink through to the adit at 5*l.* per fm.; and I hope, if nothing occurs more than can be foreseen, this work will be finished by the end of this month.

BAT HOLES.—The Wood lode, in the 60 fms. level driving south, is 4 feet wide, a mixture of spar, carbonate of lime, and a little lead ore, but not much to value; there is a strong feed of water issuing from this end, which indicates softer ground ahead, in which we generally find the lode most productive for lead ore. The lode in the 48 fms. level, driving south, is 3½ ft. wide, unproductive; driving north it is 18 inches wide, producing work of a moderate quality. The lode in the stope south of the winze, bottom of the 40 fms. level, is 4 ft. wide, all saving work. The tribute department, both on this and the California lode, is without any material alteration. The engine-shaft at the lower Bat Holes is down 33 fathoms below the surface, being now down as deep as the old workings; consequently, we intend sinking about 4 ft. deeper for rock, which, if successful, will be completed this week, when we shall at once commence to send out a cross-cut to the lode; when reached, we expect the aspect of the mine will be far more cheering than it has been since the commencement, and no time shall be lost in attaining this object.

BISHOPSTONE.—The stope in the rise above the adit cross-cut are rather poorer than last reported; the breast going north is composed of a 3-in. leader of gossan and spar, with spots of lead; the rest is in hard limestone. At present, the best ore in the rise is making southward; I, therefore, think the best plan would be to move

the men from this breast, and put them to drive south of the cross-cut; and, after driving (say) from 30 to 40 fathoms in this direction, the air at present being bad, it would be advisable to roof an air shaft, provided we can go that length without one, as it will effect a saving of about 10 fms. of roofing, and procure good air to ventilate this end of the mine. The tramway will be laid from the floors to the rise by tomorrow night. No. 2 shaft, on the east lode, is now down 10 fms.; the lode, composed of a 20-in. leader of spar and gossan, is spotted with ore; 18 fms. north of the shaft a strong leader has been discovered at surface, which intersects the same lode at right angles. I hope to find a good bunch of ore at this junction; and the present promising appearances justify sinking this shaft deeper yet.

BOTTLE HILL.—The lode in the end driving west, in the 50 fms. level, is just as when last reported—not rich, but very promising, with tin. At the engine-shaft, sinking to the 60 fms. level, the lode is improving as we go down in size and quality, but not rich for mineral. The lode in the 50 fms. level, driving east, is looking very well. In the end between the 34 and 50 we are clearing the old men's workings, in order to get up to the 34 fms. level. The stope west of Pezzy's shaft is just as when last reported—tinny. The stope to the back of the 50, east of Vigue's shaft, is looking very well, as there is a good lode for tin. The stope west is also looking very well. We have finished Tonkin's winze by way of sinking, and the men have this day (Dec. 7) commenced stoping each side of the winze. Josiah's shaft is looking very well, as the lode in rows in sinking both in size and quality. The stope in the back of the 12 fms. level is just as when last reported—tinny, and the lode very large. All our other work is going on as speedily as possible, but not so fast as we would wish, as the weather is against us.

BRONFLOYD.—The lode in the adit level is much the same as last reported—very large, with occasional stones of lead ore; the adit level east is unproductive at present. There have been some tons of lead ore taken from an old sink, about 15 fathoms east of the present end. The carpenters and smiths are getting on as quickly as possible with the line of rods, whim, &c.

BRYN-ARIAN.—Hallett's engine-shaft is down about 14 fms. below the 30 fathom level; and as the water has become so quick and expensive for sinking, we think to commence driving each way on the course of the lode as soon as we get the lift of pumps down for that purpose; the heavy floods of rain which have fallen of late have so increased the water, that we find it impossible to work to any advantage without the aid of such machinery. The lode in the new shaft, sinking under the deep adit level, is 6 ft. wide; and, although not rich at present, it has a slight mixture of ore throughout, with a very promising appearance; the lode in the adit level, driving south of the shaft, is 5 ft. wide—about 1 ft. of which is saving work for dressing.

BRYN-TAIL.—The deep adit level east, on the new lode, is still 1 ft. wide, composed of quartz, blende, and flookan, spotted with ore, accompanied by a congealed stratum, impregnated with lead. The new winze sinking under the deep adit level, on the new lode, is 4 ft. wide, containing small pieces of ore throughout; we shall be able to say more on this point in the ensuing week. The 15 east of cross-cut, on Bryntail lode, is 6 ft. wide, worth from 3*l.* to 4*l.* per fm.; in the 15 fms. level, west of cross-cut, the lode is large and poor. The shallow adit level driving west of Boundary shaft, on the north part of the lode, is composed of flookan and a small quantity of spar. As soon as we gain a little more back in the level, we shall cross-cut south through the lode to ascertain its width and value; the winze sinking under the shallow adit level east of Boundary shaft, on the north part of the lode, has produced in the past week various lumps of good ore. There still remains a large portion of the lode to the south, which we cannot develop for some time hence. The men set to work on the top of the hill, or mountain, in the direction of the new lode, although the appearance and inclination with the lode in the adit level, corresponding in little blende, mundle, and occasional spots of ore. We shall sink a shaft on this. Should it be the object sought after in driving the deep level to this place, we should gain back to the extent of 80 or 90 fathoms in height. The tributors are working spiritedly, and are getting good wages on their respective places. The party working on the new lode got 5*l.* per ton, instead of 6*l.*, as stated in my report last week.

CARADON WOOD.—We have commenced the sinking of our engine-shaft below the 30 fms. level with nine men; the ground is favourable for sinking, and will stand without timber. In the 30 fathom level north there has been driven in the last week about 2 fathoms; the lode in this end is 2½ ft. wide, composed of mundle, spar, and lead, the lode in the end about 2 fms. more to clear and secure, which I hope will be completed in a few days.

CEFN GWYN.—The lode in the engine-shaft, sinking under the 10 fms. level, has not been taken down for the last fortnight, but expect to do so by the end of this week.

CREWTOWN.—The engine-shaft is now down 11 fms. 3 ft. below No. 3 level, the lode 1 ft. wide, with good stones of ore and spots of lead; the lode in the rise in the back of No. 3 level is still large, the branch on the hanging wall is from 12 to 14 in. wide, with lead and spots of copper; the stope in the back of No. 3 level, at the south end of the shaft, are yielding ½ ton per fm. We have cut No. 2 lode in the cross-cut, it is from 6 to 8 in. wide, with good stones of grey and yellow copper, mixed with capels, spar, and gossan; we have turned to drive north on it with four men. The masons have again commenced this week, and if the fine weather continues, will complete the engine-house soon.

CROWN CONSOLS.—On Dec. 3 I inspected this mining set; it is situated immediately to the south and south-west of Wheal Abraham, and north of Godolphin, both of which some 30 or 40 years since produced large quantities of copper ore, leaving large profits to the adventurers. The stratum here is clay-slate, of the same mineral character as that of Wheal Abraham, being of the same geological formation. The stratum here is found rich in copper to a depth of 100 fms. I perceive no cause to induce me to think that this mine may not be found productive equally deep. The Wheal Curtis lode, which is nearly parallel to Wheal Abraham, is worked to the 47 fathom level below adit. The mine is now full of water to the adit, which prevented me from examining the lode; but I find the lode lying at the surface to be quartz of the same kind as that in the burrows of Wheal Abraham. I have also seen the report of two highly respectable mining agents, who inspected the mine during the working in 1848, from which I gather that the lode down to the present bottom of the mine was of good size, and rather increasing in productiveness in depth. The steam-engine at that time was unequal to the work of draining the mine deeper, and the company had not sufficient capital at command to erect a larger one. After the ore was taken away to that level so far as would pay for working, the mine was abandoned. Wheel Dumping lode lies about 60 fms. south of Wheal Curtis lode. This mine is worked only 20 fms. below the adit, which is 16 fms. deep; some good bunches of ore were found during the last working, but the mine is not deep enough for regular courses of ore to be expected. There are other lodes in the sett worthy of some attention, but as they have been only seen very near the surface I can report nothing on them, only as being worthy of some trial. On taking a general view of the whole, I have no hesitation in recommending this mining set as a legitimate field for conducting mining operations in a vigorous manner. The country and the lodes are easy to work, and the ores can be cheaply dressed for market. The labour cost, therefore, will not be very heavy. A steam-engine of not less than 70-hp. diameter cylinder will be required forthwith, which will probably drain the mine to the depth of 130 fms. below adit. I estimate the required capital to erect such an engine and other suitable machinery, together with sinking Wheal Curtis to the depth of 130 fms. below the present bottom, and the Dumping lode 20 fms. deeper, thereby bringing both the lodes into an efficient state of working, at a cost of 12,000*l.* at the utmost.

CUBERT UNITED.—Nov. 30.—The incessant heavy rains, more resembling floods, that we have had for the last three weeks, or more, have so completely saturated the country with water, that our underground operations have for the last week past been inundated below the 25 fms. level; and notwithstanding our engine is discharging in the adit every hour between 30,000 and 40,000 gallons of water, we can make but very little progress in forking. The moors below the engine have been completely inundated for the last three weeks past; and at times a boat might be floated across easily. It is almost surprising that we are even doing so well, seeing such an immense amount of water laying on the surface of the mine, and mostly, too, on the back of the lode. This state of things cannot, however, last long; and when the floods subside, there is no fear but we shall soon get over this difficulty. Every mine in this neighbourhood is similarly circumstanced—some much worse; and others, we are informed, have been necessitated to suspend operations. So much heavy and continuous rains were scarcely ever known. We have a good lode in the 25 east, full 3 ft. big, composed of beautiful spar, and other kindly substances, and producing at present full 1 ton of lead per fm.; the south part of the lode in this level, to the west, has not yet been attained. Very little progress has been made in the 15 west during the past week, the lode being unable to work, in consequence of its being so flooded with water. We are still cross-cutting south in this level to the east, not as yet having attained that portion of the lode that we consider has taken off in that direction. Our surface operations are very little advanced since last week. We have about 8 tons of lead to the surface, including dressed and undressed ore. We have great hopes of sending you a much more cheering statement in our next.

Dec. 7.—I am glad to say the surface water is considerably abated, and dry land is again visible on the surface of the mines. During the last few days we have been able to make considerable good progress in draining, and are now in for to the 35 fms. level, and, without unforeseen accidents, we hope to have the mine in fork to bottom in the course of another week. We have also been able to make some progress with our surface operations, and hope to be quite ready to connect our flat-roads by the time the mine is sufficiently drained to admit of a stoppage for that purpose. There is still a very good lode in the 25 fms. level, producing much about the same quantity per fm. as stated in our last; in this level to the west the lode has not yet been attained by the cross-cut. The 15 fms. level west is still flooded and inaccessible, but the stope in the back of this level are producing a fair quantity of lead; in the 15 fms. level west we are still cross-cutting south to attain the main portion of the lode.

CWMDYLL ROCK AND GREEN LAKE.—The different stope throughout the mine are yielding a fine quality of ore. In the winze sinking at Pascoe's we have a good lode about 2½ ft. wide. I have put pure to slope a piece of ground between Nos. 5 and 6 levels, where there is a lode 3 ft. wide, with a branch 9 in. thick of solid copper. We are getting on as fast as possible with the surface work, and should the weather continue favourable, I hope to get all the incline complete next week.

CWM ERFIN.—The prospects are improving. The lode in the 57 east will now yield 1 ton of silver-lead ore per fm., and the rise over the 12 east, per fathom. The stope throughout the mine are better than last reported. The agent hopes to get 40 tons of ore for the two months of November and December.

DEVON AND COURTNEY.—Our 70 fms. level is a little improved since last report. The stope in the 60 west is not so good as last week, turning out about 2 tons of good ore per fm. The lode at Rendle is just the same as last reported.

DEVON CONSOLS WEST.—In the past week we cut the north wall of the north lode; the wall is regular and defined, carrying a flookan of a rich quality on it about 4 in. big, composed of soft emery spar, mundle, peach, and prlan. Our engine and pitwork in good order.

DUNSELY WHEAL PHENIX.—I am glad you have received the samples of copper. I have been on the mine repeatedly this week; it is really cheering to see the splendid stones, spotted with grey and yellow copper ore, which we are finding in the dead. When we have cleared up the shaft we are now engaged about, we shall be able to get to surface the pile from which the stones of ore were taken. The lode in the eastern adit is not yet taken down; we are still desiring it, by so doing we save the tinstuff more clear of dead. We are also still driving the lode in the stope, which will be taken down in a day or two.

EAST CROWNDALE.—Our prospects here are just as last reported. I have set another pitch this week to four men, at 6*l.* 8d. in 1*l.*, in the eastern end of the winze. We are dressing for the next sampling as fast as we can, and I believe we shall have 40 tons for sale at that period.

EAST DAKREN.—The 32 fms. level, west of Taylor's shaft, has been driven 5 fms. in the good bunch of ore now driving on; the level is 4 ft. wide, producing 3 tons of silver-lead ore per fm., and is carrying only a part of the lode, which appears to be 8 or 9 ft. wide; the rise over the level yielding 1½ ton per fm.; the 32 east ½ ton per fm. The 30 east has gone through 6 fms. of good ore ground, but the end is at present disordered by a cross-course. We sampled 60 tons silver-lead ore on 7th inst.

EAST POLGOOTH.—The 30 cross-cut is going on favourably; in the 30 end east lode small. In the 20, exactly above our present end at the 30, the lode presents the same appearance; a few fathoms further east there is a large kindly lode, the 30 end west is improved—lode larger and kindly; the 20 end west on Seely's branch is very much improved—lode 1 ft. wide, fine stones of tin, and in the lode splendid stones of copper ore. I anticipate, when this branch falls into our main lode, the result will be good; the 20 and adit cross-cuts are much the same. The men in the new shaft have sunk 3 ft. this week—employed most of the week in timbering up the shaft. Since the weather has been a little more favourable, the water is now but very little in the new shaft, and if we have a few more dry days I think it will be all gone. Our engine still keeps the water well, and the surface work is progressing satisfactorily.

EAST TOLGUS.—The adit end, on North Buller lode, is not looking so well as it was; the lode is 20 in. wide, composed chiefly of jack and mundle, with occasional stones of ore; the stope in the bottom of the adit is still yielding 1½ ton of ore per fm.

EAST WHEAL GEORGE.—The ground in the engine-shaft, sinking below the 33 fms. level, is as last reported; the lode in the 32 fms. level, east, is composed principally of spar, and spots of ore; the ground in the 32 fms. level, west, to the north of the lode, is favourable for driving. The ground in the 23 fms. level cross-cut south is at present very hard, it being an ironstone. The new 12 head stamps are nearly completed, and we shall put them to work next week. The weather has been very much against us. The masons are building the grinder-house this week; they will soon get it up should the weather prove more favourable.

EAST WHEAL BEETH.—The fork below the 44 fms. level, in the engine-shaft, having been sunk since my last communication, the sumpmen are now engaged cutting pitches, putting in timber, and dividing down the engine and whim shafts from the 34 fathom level to the present bottom, 44 fms. level; this being done we shall cut pit in the 44 fathom level, and start the driving south upon the north and south lodes, to intersect the east and west lodes in this direction 20 fms. deeper than they have been hitherto seen in the mine. The distance to these objects is about 18 fms. ground favourable for driving, as indicated at this point, and on reaching these lodes we have good reason to expect great discoveries of tin ground, and by sinking another 10 fms. in the engine-shaft I consider we shall have reached a proper depth to open upon the various lodes within the limits of the operation, and no doubt a rich mine will be the result after the great outlay and patience of the company in developing the object. We have a winze sinking in the bottom of the 24 fms. level, on the No. 2 adit, and counter lodes, which I consider a very interesting point, but whether it will be advisable to continue this sinking previous to cutting the lode in the 44 fms. level, is a point to be settled after a little more exploration on the lode and counter; the old workers found tin on this counter lode to a great extent, and our position at present admits of a greater trial, our operations having been directed to cut it at various points below, or deeper than any former working can have reached, and the water being so easy in the bottom of the mine, we can try any part or lode in the sett by using a flat-rod to the engine, which I shall be glad to do the southernmost lodes in the mine, which I have represented to you on former occasions; but I hope the affairs of the company will soon admit of more extensive operations and returns of tin. We are sinking as before the 12 fms. winze, which continues in hard ground.

EAST WHEAL RUSSELL.—We are driving under the capels in the tunnel end, which I stated we had in my last report; the lode is composed of gossan, prlan, spar, mundle, and impregnated with copper. Hitchens's shaft is sunk and made good 4 fms. below the 55 fms. level; the lode is just the same character as in my last—a strong and promising lode for large quantities of copper; our progress in sinking is slow, by reason of the incessant rain we have had. The end driving east in the 55, at Hitchens's shaft, on the south part of the lode, is gossan, capel, spar, and spots of ore occasionally; the end driving west in the same level is just the same. The end driving east in the 45 fms. level towards the cross-course and tunnel end is still looking well; the lode is composed of gossan, prlan, capel, and spots of ore; the cross-cut driving north in the same level, to cut the north lode, is in white kilas, floors of rusty spar, and water still coming very strong from the present end, which is very promising for a good lode below us.

EAST WHITE GRIT.—The weather has prevented the men from sinking, as they otherwise would have done. Fine lumps of ore are occasionally met with, of 30 lbs. each; this looks very promising.

ESGAR LLEE.—We cannot speak of any alteration in the south lode in the 20, east and west of the engine-shaft, since last reported on. The counter lode in the 20, east of the junction, is at present yielding more mundle and quartz, but is still poor for lead; this lode, in the winze below the deep adit, is large, and producing saving work. The lode in the adit east is poor, but in the 12 above it is looking much more promising, and producing good stones of ore. The eastern stope is now 8 fms. above the deep adit, and is looking well for the whole height, and more promising in the end.

EXMOOR WHEAL ELIZA.—The lode in the bottom of the shaft is 7 feet wide, composed of mundle, prlan, white iron, and copper ore, with a little gossan, and peach, a very kindly lode indeed. The 30 fms. level west is increasing in size as we get away from the slide, but at present it is not worth anything for ore. We are still in hopes of reaching the 30 fms. level by Christmas.

GAWTON UNITED.—In estimating we have discovered a lode to the south of Sims's shaft. By Thursday's report the exact size will be ascertained; we can see it however, full 8 ft., composed of very large rocks of gossan and quartz, stained with copper ore, and containing fluor-spar, with spots of mundle and grey ore; one rock alone we can estimate at ½ ton, and have been obliged to blast it to get it out; there are other rocks, as much as two men can heave, of fine gossan and spar. Capt. Nail, from the Devon and Cornwall mines, was here yesterday, and he says that if this lode does not make a large deposit of ore, and that, too, at no great depth, it is no use mining in Devonshire. We are in high spirits about it, and it will be easily proved by a short cross-cut from Sims's shaft, which it is of the utmost importance to this concern. I imagine there are other lodes of the same character further south, and at some distance north I can see indications of a lode, apparently of large size. As soon as possible we shall open on William and Mary lode, which Capt. Thomas Richards informs me is a mass of gossan, spotted with mundle and ore.

GREAT POLGOOTH.—From the continued floods of rain, the water has been in the 96 fathom level ever since our last report, and the greater part of the time in the 84 fms. level, so that nothing has been done in these levels to require notice. For the last three or four days we have been forking rapidly. The water is out of the 84 fms. level, and the men all at work; the lode in different places is looking well. The water is now down to the back of the 96 fms. level, and by the end of this week we hope to have all the men at work in this level also. The other underground work is progressing favourably; and the tribute department is quite equal to what it has been. Our tributors number 251—being 25 more than last month; and several pitches are not yet let, owing to the water. We have sold tin, since the last report, to the value of 82*l.* 15s. 7d.; and are under agreement to deliver 10 tons more this week.

GREAT TREGUEN CONSOLS.—We have held the lobby to the shaft, and have resumed sinking. We set the wheel to work, and it works well, but we shall not want to apply the power until we get 6 or 8 ft. under the lobby. As soon as the weather permits, all the other operations on the copper lode will be resumed.

GREAT WHEAL BADDERN.—The lode in the 30 fms. level, east from Burgan's is 1 ft. wide, producing good work for lead. The lode in the 20 rise, on the new lode is 1 ft. wide, with stones of lead. The lode in the adit west is 1 ft. wide, unproductive at present. The lode in the 35 fms. level, worked by the end of this week, is a good lode, and the men at work in this level also. The lode in the 20, west from Sunderland's, is 4 ft. wide, producing some good work for lead and tin. The lode in the 30 west is 1 foot wide, with stones of lead. We have not been able to do anything in the 40 or 61 fms. levels for the last week, in consequence of the water being so quick. The stope and tribute pitches are looking much the same as for some time past. We have got the whim to work on the new shaft on the lead lode, and have been getting on with the sinking very satisfactorily for the past week. We expect to sample from 40 to 50 tons of lead ore on Saturday next, and should have had several tons more but the water being in the water slowly at present, but in consequence of working the engine so fast we have met with several breakages, both in the boilers and underground. Should the weather prove favourable, we shall be able to fork the water again in a short time.

GUSKUS.—The engine-shaft is now 3 fms. under the 30 fms. level, where the lode is still a little disordered, and owing to the late floods we have not been able to make the usual progress in our sinking, but the grass water is not so much now, and we hope to go on a little better with our sinking. We have set our shaft to sink from our present bottom to 3 ft. below the 40 fms. level, per contract. The 30 fms. level is driven 8 fms. east of our engine-shaft, on Guskus lode, which is 3½ ft. west, lode 3 ft. course of tin, worth 10*l.* per fm. The 30 fms. level is driven 32 fms. wide, a very good course of tin, worth 22*l.* per fm. The 20 fms. level is driven 32 fms. east on Guskus lode, and held to a winze brought down from the 10 fms. level; in the back of this level we have set a stope in a good course of tin, at 30*l.* per fm., and is, in 1*l.* for the tin. We have a good prospect before us in the 20 fms. level, having passed through a good lode going down in our 10 fms. level. The 20 fms. level west, on Guskus lode, is extended about 20 fms. from shaft, lode 2 ft. wide all the distance—a good promising lode, and can be worked at about 3*l.* in 1*l.* The 30 fms. level, east from engine-shaft, on Martin's lode, and there is a branch of ore in the present end. The 10 fms. level is driven to within about 5 fms.

men. In driving the adit by the bridge, we are breaking tin, and some stones thickly impregnated with bright yellow copper. The ground is yet so full of water, that we cannot go down in the old workings at present.

HOLMBUSH.—The ground in Mitchell's engine-shaft, sinking below the 145 ft. level, is hard at present, having met with a hard floor of kilaas and capel, but we believe it will be of short duration; the ground in the 145 ft. level cross-cut, south of the shaft, is moderate; the lode in the diagonal shaft, sinking below the 145 ft. level, is composed of spar, munda, prisa, and stones of ore; the lode in the 145 ft. level is split into branches, which are composed of spar, prisa, and stones of copper ore; in the western end, in this level, we are close upon the great cross-course, having cut a limb of it, which is letting down a great deal of water. The lode in the 132 ft. level east is 6 ft. wide, producing stones of ore; we think there is more lode standing south of the present part, and in order to prove it, we shall cut into the side of the present level in that direction; not much has been done in the 132 south lately, in consequence of it being filled with stuff, but we have now cleared the level, and set the end to drive by four men. The flap-jack lode in the rise over the 120 ft. level is 3 ft. wide, and which is saved for work to dress; the rise is up 10 fms. 0 ft. 6 in., and we expect another month will knock it through to the 110, as we have set a winze to sink it to expedite the business, which we were prevented from carrying out before for stuff, water, &c.; afterwards we shall resume the 120 ft. level east, still being of opinion that the flap-jack lode will be a productive one in depth, having a good lode in the bottom of the 120, which is wrought on tribute; it strikes us that such a lode as this cannot fail of proving a most valuable one when fully laid open. The lode in the 110 ft. level east is 5 ft. wide, producing 7 tons of ore per fm.; the lode in the back of the level will produce 8 tons of ore per fm.; the lode to the west of the lode is improved—set at 1 ft. in 1 ft., and another in the back of the 100, at 8 in. in 1 ft. Two winzes are in course of sinking below the 100 ft. level; the first or western one is 10 fms. below the 110 ft. level, and is down between 5 and 6 fms.; the lode is 3 ft. wide, saving work; the winze is quite dry, and will be down in time against the 110 end is extended under it, to hole for ventilation, laying open the ground for stopping, or tribute; to the east of the last-named winze we have set another over the rise, west of Wall's engine-shaft, and we hope to make a communication within a month; at all events, we shall use our best endeavours to try to effect it, for which purpose we have six men in each place rising and sinking in the country by the side of the lode for speed. The ground in the cross-cut, north and south of Wall's shaft, is much the same as last reported on.

KENMARE MINES.—The monthly report of the agent gives the following returns:—Sinking by the north wall of the lode, 2 fms. 0 ft. 1 in.; winze holed to 46, 1 fm. 0 ft. 3 in.—a good lode; stone west of winze, 1 fm.—a good lode; two winzes, producing a little ore, sunk 2 fms. 1 ft.; rise in the back of the 46, to meet Sullivan's winze, 1 fm. 3 ft.—a good lode; stone east of rise in back of level, 3 ft.—good lode; stone in back of 46, 4 fms. 1 ft., producing good ore stuff; stone in back of 46 east, 5 fms. 3 ft.—good lode; stone in side of 46, east of No. 10 winze, 3 fms.—good lode; stone in back of 46 ft. level, 1 fm.; 46 ft. level, east of No. 11 winze, 1 fm. 1 ft. 3 in.—producing a little ore; stone in back of ditto, 1 fm.; stone east of Creed's winze, 3 fms.—producing good ore; stone in back of 37 ft. level, 5 fms.—producing good ore; stone east of Ladder winze, 7 fms. 1 ft. 6 in.—bunches of rich ore in the gossan; cross-cut towards Campbell's lode, 2 fms. The several workings are looking well on the average, with occasional bunches of rich ore. The ground in course of opening is of a promising nature. The crusher does its work well, and we are getting the halvans to aid our returns, selecting the more productive stones.

KESWICK.—At Brandy, the 20 ft. level north is worth 5 cwt. of ore per fm. Glynn's rise, 10 cwt.; Glynn's stone, 10 cwt.; the stone in the 30 fathom level north, 10 cwt.; the salt sump shaft, 18 cwt.; Gough's stone, 15 cwt.; Irving's stone, 15 cwt.; Coulson's stone, 15 cwt.; and Graham's stone, 10 cwt. of ore per fm. At the Barrow Mine, the tribute pit is worth 15 cwt. of ore per fm.

KIRKCUDBRIGHTSHIRE.—The 98 end east has improved a little, a fine soft spar with spots of lead in the bottom of the end. The 86 end continues productive, yielding about 12 cwt. of ore per fm. The 86 end west is still producing good stones and spots of ore in a soft spar. The 74 end west has some branches and stones of ore, and yielding abundance of water from the lode. We have again engaged a vessel for a cargo of ore.

LAMERTON UNITED.—The appearance of the mine are nearly the same as reported last week, with this favourable addition, that the lode in the adit level is considerably larger as it goes to hill, and gains in depth, and the ground also becoming more settled; the beautiful stains of green, or oxide of copper ore, are also considerably stronger, leading one to think that as the ground becomes settled, and we get west of the cross-course also in depth, ere long we must have a bunch of ore.

LEEDS TOWN CONSOLS.—We found the adit had been driven through a large piece of decomposed strata of ground. The timber that was formerly put in had given way, and had stopped the water back in the mine 4 fms. high, and for about half-a-mile in length. We commenced at once to clear the adit, and succeeded in doing so about one-half the distance. I hope with six men, against the end of Jan., to accomplish this. We must commence sinking the engine-shaft at once; I think we shall be able to sink 20 fms., or nearly so, before we come to water. Steam-stamps ought to be obtained without delay, and then I think our position will enable us to make speedy returns.

MOLLAND.—The 52 end is 3 ft. wide, and although not quite so productive for ore as it was last week, yet it is still a kindly lode. The 52 west is 4 ft. wide, producing a few stones of ore, but it is not yet free from being mixed with kilaas. The 42 is 2 ft. wide, yielding good stones of ore; in the lode in the back of this level we have still a good lode, which yields a fair quantity of ore; in the 42 west the lode is 7 ft. wide, spotted with ore, and from the indications it presents I am inclined to think we shall have a larger lode here before long. The lode in the winze sinking below the 30 is 3 ft. wide, which is softer and more congenial for an increase of copper than I have seen it before for some time; the 30, east and west, are very much the same as when last reported on.

NANTOS AND PENRHIV.—Penrhiv engine-shaft, sinking below the 36 ft. level, is in a lode 4 ft. wide, composed of clay-slate, intermixed with branches of spar and lead ore. The 36 ft. level, driving west of ditto, is in a lode 2 yards wide, composed chiefly of munda, intermixed with clay-slate, but at present unproductive for lead. The 36 ft. level, driving east of shaft, is improved during the past week, lode about 2½ ft. wide, yielding 12 cwt. of lead ore per fathom. There is no alteration in the 30, east of Taylor's, since last reported on, lode large and unproductive for lead. I have set the 46 to drive west of Taylor's engine-shaft at once; I think a deep level; I found our 50 would be 4 fms. too deep by allowing for an increase of copper. I have carefully levelled the ground two different ways, and find this to be quite deep enough. Penrhiv shaft must be sunk about 11 fms. 3 ft. below the 36, which will be deep enough for the level. The 30 ft. level, driving west of Taylor's shaft, is in a lode 2 yards wide, composed of spar and blende, intermixed with clay-slate and lead ore, a very kindly end, and heaving down much water. Three new stopes are set in back of the 30, on the south lode, where the lode is much of the same character for the length, being about 3 yards wide, composed of spar, and intermixed throughout with large diamonds of lead ore, yielding an average of copper ½ ton of the latter per fathom. In the pitch in the back of the 30, on the north lode 60 fms. east of Taylor's shaft, the lode is 4 ft. wide, yielding 1 ton of lead per fathom; in the pitch in the back of ditto, and 70 fms. east of Taylor's shaft, the lode will yield about the same quantity. In the lode in the bottom of the 15 ft. level, under the south shaft, the lode is 6 ft. wide, yielding about 12 cwt. of lead ore per fathom.

NEW EAST CROWNDALE.—There is not any alteration in the lode in the 42 since last report; it still continues regular, and promises a speedy improvement. I have set the engine-shaft to sink 10 fms. deeper, to cut a pit in the 42, put in plunger-lift in the 33, drawing lift in the 42, divide and ease the shaft to the intended 32, for the sum of 1200; this work, I expect, will occupy near four months. It is very probable we shall intersect the south lode in the 52, or before we reach that point.

NEWLAND CONSOLS.—We are progressing very satisfactorily with our adit level; we have driven about 8 fms., and the ground is favourable for driving.

NORTH BRITAIN BURRA BURRA.—We are still continuing cutting a crop in the adit level forward, expecting to meet with the copper lode that we have left on the west of our level; should we not meet with it by cross-cutting, I would recommend to sink a few fathoms on the ore, as it seems to improve in depth, and it may probably lead to the discovery of a bunch of ore, as the ground is very promising. We are getting on very well with the new shaft, and at the same time preparing for water-wheel.

NORTH BULLER.—We are getting on very well with sinking the shaft; the lode is 18 in. wide, underlying north about 18 in. in a fathom, producing good stones of copper ore, and a very promising lode. On November 26 we set to nine men 2 fms., at 30 ft. per fm. The 55 cross-cut is driven north of the engine-shaft about 19 fathoms—set to four men 2 fms., at 7 ft. per fathom.

NORTH TAMAR.—In our 36 ft. level we have some little improvement, with good stones of rich silver-lead ores, and I hope getting clear from the slide ground, where I expect a great improvement. The 28 is as last reported. We have commenced clearing out for the foundation of the engine-house.

NORTH WHEEL TRELAUNY (QUITHOCK).—Since our last report, the adit has been extended south on the course of the lode 5 fms., throughout which it varies from 2 to 3½ ft. wide, exceedingly promising, and producing lead similar to the last report.

PEMBROKE AND EAST GRINNIS.—In the 48 ft. level, east of Garden shaft, at Pembroke, the lode is 6 ft. wide, with spots of ore throughout. In the 58 the lode is 3½ ft. wide, composed of ore, munda, and quartz, much improved in appearance. In the 58, east of Carlyn's, the lode is 2½ ft. wide, with good stones of ore. At Hunter's shaft, in East Grinnis, in the 30 west the lode is 3 ft. wide—a very fine gossan and malleable copper. At Reid's shaft, in the 80 west, the lode is 1 ft. wide, with a small quantity of ore. In the 70 west, on the north lode, it is 2 ft. wide, a very promising appearance, with fine stones of rich ore; in the 70 west, on the south lode, the lode is 1 ft. wide, with a large quantity of munda, intermixed with ore. At Gill's shaft, in the 90 west, on Job's lode, the lode is 1 ft. wide, with good stones of ore. At Smith's shaft, in the 50 east, the lode is 3 ft. wide, with spots of ore. In the 70 east the lode is 2 ft. wide. In the 90 east the lode is 2½ ft. wide, with good stones of ore—a very good looking lode, and the water coming from the end very warm. At Thomas's shaft the lode in the 30 is 3 ft. wide, with stones of ore.

PENLYNE COURT.—Dec. 1.—The operations here are progressing well; the upper shaft is now quite dry, and we hope to cut the lode in about 10 days. We are now quiet 7 fms. under the old workings; and by driving a level east, we shall have about 30 fms. of back.

—Dec. 8.—We have not yet cut our lode; but expect to do so every day. I will send up the vouchers for last pay next week.

PERRAN WHEEL JANE CONSOLS.—We are sinking the engine-shaft 10 feet long and 6 feet wide; the nine men have begun to work in right good earnest, for I have promised them a bonus in case they finish it to the adit within a given time; if they succeed, we shall have saved a month on the usual rate of working. Our engineer is busily engaged about plans and specifications, and we have some men employed opening quarry, &c.

PETER TAYLOR AND MARY TAYLOR.—The lode in the 57 ft. level is without alteration. The lode in the 45 ft. level west is large, composed of quartz and can, and a quantity of strong munda. The lode in the adit level, driving east on the wheel pit, is nearly 3 ft. wide, composed of gossan, capel, and occasional spots of yellow ore.

POKELLS UNITED.—We enclose the tin bills for the amount of 785, 0s. 6d. Had we not been prevented by the continuous and heavy rains, our returns would have been 2000 more. The tin is, however, on the mine, and we have no hesitation in saying that, with anything like fine weather, our next month's return will be the largest we have yet made. The walls of our engine-house are now complete, and we are about to commence putting on the roof.

PRINCE ALBERT CONSOLS.—In the 10 ft. level we are continuing to drive the end east, and the cross-cuts; in the 20 we are driving east and west, and in a few days we hope to cut the shoots of tin seen in the level above. Upon the whole, our prospects are encouraging. We are, therefore, preparing to sink for another level.

RAK HILL.—I have nothing new to report of this mine since my last. We are going on as fast as we can with the works.

ROUND HILL.—The lode in the deep adit level driving east, is 3 ft. wide, 1½ ft. of which is congenial for spar and carbonate of lime, bespangled throughout with lead ore, the remaining part soft decomposed elvan (porphyry), with occasional stones of lead ore imbedded therein; this end holds out good promise of a speedy improvement. We intend setting on the same additional hands in this end, making six instead of four men, so as to open the ground as fast as possible, having an immense piece of unwrought ground ahead, which in all probability will be found of importance. We are pushing on as fast as possible with clearing out the run in the level leading to the diagonal shaft, for the purpose of communicating with the same, and laying the mine fairly open. The adit level, driving at the foot of Round Hill, is in good ground for driving, which enables us to make good dispatch, by way of proving this piece of unwrought ground.

SOURTON CONSOLS.—We are getting on as fast as possible with the buildings. I expect the engine-house will be up in 10 days from this time.

SOUTH FRIENDSHIP WHEEL ANNE.—Since my report of the 25th Nov., the driving of the 26 ft. level has been suspended, and the men have been employed in cutting open and preparing the 16 ft. level, to receive a line of rods for working the pumps below the 26 ft. level. We have continued to sink the winze below the 26; we intend setting on the same size as for some time past, and composed principally of peach, munda, carbonate of lime, and copper ore; the ground is becoming more favourable for sinking, so that we now hope to make more progress in developing this part of the mine.

SOUTH TOLGUS.—Yours' lode in the 66 west is small and poor; the 66 east is opening tribute ground. The 54 west is yielding 2 tons of ore per fm. The 42 west—saying work. The 22 west, on a north lode, is worth ½ ton of ore per fm. The north lode in the adit, east of new shaft, is yielding about 1 ton of ore per fm.; the same lode, west of new shaft, is looking very promising, and yielding some excellent work. From present appearances there is likely to be as good a mine east of the cross-course as there is now to the west.

ST. AUZELL CONSOLS.—Our engine-shaft is progressing very well, and the ground is very good. In the end at Hancock's, in the deep adit east, on Hawkins' land, there is as yet no alteration in the lode. At Hoppet's, we have in the present state in the back lode about 2 ft. wide, through which are running three branches, from 2 to 3 in. wide, containing fair work for tin, and are now saving all the lode for tinstuff. As soon as I can get our air-pipes made and put in, I shall put two men to rise on this lode, where the appearance at present is most favourable for tin.

STOKE CLIMBLAND CONSOLS WEST.—The following report has been addressed to the adventurers:—"I have surveyed the above mine, which is about 1½ mile long, and 528 fms. wide, in which four lodes have been cut by shooting about 200 fms., leaving above 300 fms. north yet unexplored; and in order to prove the course of the great gossan lode opened on for 100 fathoms west of the valley in Stoke Climbland Consols, I carefully dialed the adit level, and traversed it at surface to the extreme western point of the set. I have no hesitation in saying it passes through the entire length of the set, should it continue its present direction, of which I have no doubt, also giving fair latitude for heaven by cross-courses either to the right hand or left of the set, the composition of those lodes are principally fair work for lead; ditto, at the whim-shaft, we find blende, and in places fine grain lead, but I think copper will be found in depth; the underlie of the great gossan lode is 3 feet in a fm. north, and the direction is 10 degrees south of east, the exact dip of the other lodes can hardly be ascertained at present, being only laid open in costean pits, but my opinion is, they will be found in depth to underlie north; the stratum in which these lodes are situated is a beautiful light blue kilaas, or clay-slate, a more congenial country for mineral I have not seen, and I fully believe if vigorously developed, in due time the shareholders will be remunerated for the money outlay that will be required to prove these lodes to a certain reasonable depth, for which purpose a steam-engine will ultimately be required, even should you extend the deep adit level into your mine from the adjoining one, you will then want water for condensing and dressing purposes; yet, however, I would advise you to costean further north, previous to commencing an engine-shaft, there being so many lodes, perhaps it would be wise to have a shaft in the centre, should the lodes be attainable from the north and south, if not, I should prefer sinking on the great gossan lode. In conclusion, I consider it a very good speculation, and deserving to be carried out with great spirit at once."—WILLIAM LEAR, of Holmbush Mine.

SWANPOOL.—We have commenced to sink below the 40 ft. level, and find the lode much the same as when we left off sinking; the 40 ft. level, east of the engine-shaft, is larger than we can account for, and from what we can see of it, is composed of munda, lead, flookan, and kilaas, but not rich; in the same level west the lode is larger, with munda, flookan, and good work for lead; ditto, at the whim-shaft, we have not yet cleared through the run, but hope to do so by Monday next. In the 30 ft. level, east of the whim-shaft, we have not cut the main part of the lode as yet; in the same level west the lode is large, composed of flookan, kilaas, and a great quantity of munda, with stones of lead.

TOKENBURY CONSOLS.—The lode in the shaft is much as when last reported. We have two branches dropping towards the lode from the north, composed of munda, spar, and spots of ore; judging from the present underlay, they will meet the lode in about 4 or 5 fms. sinking, when I hope it will make a favourable change in the lode. In the 22 end east the lode is just as last reported. We have two men driving on G lode adit; the lode is about 20 inches wide, composed of munda, flookan, spar, gossan, and peach, mixed with spots of ore, a very kind lode, and every probability of its proving productive as they get further under the hill.

TREBEL CONSOLS.—We are sinking the shaft in the eastern part of the tin department, and are opening ground at adit to try under it, which will soon be accomplished; we have about 2 fathoms more to hole to the back of the adit, and when holed we shall immediately proceed to sink under adit, and hope, by sinking a few fathoms, to have an improvement in the lode. The deep adit at St. Genger is progressing onwards in good ground.

TREGARDOCK MINE.—Capt. James Osborn has recently inspected this mine, and gives the following report:—"I inspected this mine on the 1st inst., and am happy to state that it still looks exceedingly well. The 22 ft. level (which is the only one in which the lode is opened on below the adit) is now driven more than 30 fathoms on the course of the lode, nearly all of which is very good ground, and will produce from 1 to 1½ ton of lead ore per fm., and at least 1 ton of lead ore per fathom in ground that is very easy and inexpensive for taking away. The lode in the eastern end is at present small, but still ore and in congenial ground, and will, doubtless, again improve in size. In the western end it has continued to produce the same quantity and quality of ore per fathom as before stated,—1 ton per fathom, as far as explored, but the lode in the present end is intersected by a cross-course, and not out on the other side as good; I suppose it will be very shortly, when you may justly expect to find it as good on that side of the intersection as you have found it on the other. The shaft is sunk 3½ fms. below the level, and in a short time the lode will be opened in the 32 ft. level, from the good quality of the lode in the back and bottom of the 22, there is every probability of this proving a very good one also, when you will at once have a good mine, from which large returns of ore, and good profits, may immediately be made."

TRELAUNY.—No lode has been taken down in the ends in the 120 ft. level since last week. In the 107 ft. level, north end, the lode is 4 ft. wide, and worth 6 ft. per fm.; in the south end it is 3 ft. wide, and worth 8 ft. per fathom. In the 92 ft. level, north end, the lode is 3 ft. wide, and worth 12 ft. per fm.; the south end is also worth 12 ft. per fm. At the north mine, Smith's shaft is sunk 7 fms. below the 78 ft. level; the ground moderate. In the 78 fathom level, north end, the lode is 3 ft. wide, and worth 9 ft. per fm. In the 65 ft. level, north end, the lode is 2 ft. wide, and worth 8 ft. per fm.; the east part is 9 in. wide, and worth 8 ft. per fathom. Since we have commenced the winze from the 55 to the 68 ft. level, we have resumed the driving of the 55 ft. level eastward, as we are strongly of opinion that the main part of the lode is still further east than any of our explorations; and, if so, it will be an important feature in our mine. Our stopes and pitches are looking much as usual.

VALE OF TOWY.—Dec. 3.—The fixing of the engine and pitwork are now nearly completed, and we expect that the engine will be set to work in about a fortnight. We have 35 tons of lead ore dressed, and towards the end of the present month we expect to sample about 50 tons for sale.

WEST GOGINAN.—The lode in the engine-shaft, sinking under the 30 ft. level, is from 5 to 6 ft. wide, composed of clay-slate, with a mixture of jack, munda, and small branches of lead ore; the ground in the 30 ft. level cross-cut, driving south, is without alteration, still in a blue kilaas.

WESTON.—The water has again become much stronger in Cross's level, which has retarded our progress in driving for the last eight days; the ground continues of the same character. The water, owing to the incessant rain that has fallen of late, remains in No. 3, but I somewhat fear it will do us no alteration since my last.

WEST WHEEL FANNY (ZENKOW).—The ground in the engine-shaft is easier, and last Saturday was taken by slight means to sink at 11½ ft. per fm. The lode returns a regular size (2 feet wide), and is productive of tin. Notwithstanding the floods of water, the engine does its work well; and all that is required to make this a profitable mine is a short time to open its resources.

WHEEL ANNA CONSOLS.—Since the report of the 1st inst., the lode in the 12 is much improved, and is now producing good tinstuff.

WHEEL ARTHUR.—North Lode: The lode in the 50 west is 4 ft. wide, containing good stones of copper ore. The lode in the 35 west is producing fine stones of ore. The lode in Arlanti's lode, in the back of the 35 west, is 4 ft. wide, producing 1½ ton of ore per fm.; the lode in Cock's lode, in the back of the 35 west, is 4 ft. wide, producing 2 tons of copper ore per fm., worth 8 ft. per fm.; the lode in Cruse's lode, in the bottom of the 35 west, is 3½ ft. wide, producing 1½ ton of copper ore per fm., worth 7½ lbs. per ton; the lode in Broom's winze, sinking on the south branch, below the 35 east, is 2 ft. wide, producing 1½ ton of copper ore per fm., worth 8 ft. per fm.; the lode in Burgess's lode, in the back of the 35 east, is 3 ft. wide, producing 1 ton of copper ore per fm., worth 7½ lbs. per fm. We have put in a tramroad in the 50 east, and are now clearing up the old level, driven from the adit by the former adventurers about 20 fms. only, preparatory to driving this level east of the great cross-course. There is no alteration in the 20 west.—Old Lode: The lode in the 50 west is as last reported. The branch driving west from the 50 cross-cut south is about 16 in. wide, improving, yielding good stones of yellow copper ore.

WHEEL CATHERINE.—The men are going on as rapidly as possible in sinking the engine-shaft. The water is not yet all cleared away from the old shaft; consequently, nothing is doing there now; the men that were working there are for the present employed making a road through a part of the wood where the former road is destroyed by the last.

WHEEL CREBOR.—We have fine course of ore in the new pitch, worth upwards of 400 ft. per fm. We have a good improvement in the south lode, east of the cross-course, in the 12; by every appearance, we may expect good courses of ore in this lode. The south lode in the 24 is now intersected or cut to the east of cross-course; it is large, and of a very kindly appearance. We have some fathoms to drive east to get under the ore in the 12. We have two promising lodes open to the west of the cross-course in the 24 not driven on, but intend to do so as soon as convenient. We intend to cross-cut, to see the other lodes in the 34 very shortly. The other parts of the mine are just as last reported.

WHEEL GREENVILLE.—The lode in the 55 east is 3½ ft. wide, composed of spar, intermixed with iron and spots of black ore, but not enough to value. No change in the other levels.

WHEEL HAMLYN.—The ground in the end is just as reported last week; therefore, we can still drive it for 34 ft. per fm.; and should it continue, I believe we shall cut the two best lodes in the mine before stated. It appears that the purpose of your meeting, which is to be next Saturday, is to make a call, or abandon it altogether. This, of course, will be at your option; but, if the latter is carried into effect, I would say, by all means, stop all new mines, and never enter into any more new concerns; for I will say (leaving out Augusta Consols) there is no new mine in Devonshire equal to the prospects at the adit level as Wheel Hamlyn; therefore, I am fully persuaded in no great depth this mine will turn out to be a rich one.

WHEEL HARRIET.—Bate's shaft is not cleared up below the 30, which we understand is sunk 8 fms. below the level, and it would be advisable to put a flat-roof in the

10 ft. level from the engine-shaft to Bate's, and sink it 10 fms. before driving east and west in the 40 under the ore ground we discovered in the 30 ft. level; the winze sinking below the 30 yesterday (Dec. 3) will yield 3 tons of copper ore per fm.; this winze is about 22 fms. west of Bate's shaft. The lode in the 20, east of Bate's, will yield 1 ton per fm. The 30, east of Bate's, is poor. In driving the 40 cross-cut north on the cross-course, in search of more lode, the ground is easy for driving. We have discovered some branches in the 30 cross-cut north, where we ought to have cut the new north lode; however, we think it advisable to extend further north, to prove if a better part is to be found. The 50 east of engine-shaft, is poor. The stopes below the 40 are much the same for value as last reported.

WHEEL KITTY.—Our engine works beautifully, and we are succeeding well in pumping out the water, for the mine is already drained 14 fms. below adit, and several men have applied for tribute pitches. Our men are, therefore, busily engaged clearing shafts and fixing footways.

WHEEL LANGFORD AND BARING.—Since my last we have driven the cross-cut north from Langford shaft, in the 20 ft. level, 4 feet, and I believe we are through the lode, the kilaas in the end being clear from branches, and after two or three days' work, clearing atit and securing the shaft, we shall commence driving west of course of the lode from that shaft, which lode is about 3 feet wide, composed of spar and peach, intermixed with copper; the silver-lead lode by the side is about 13 in. wide, thickly interspersed with silver-lead—a very promising lode indeed. During the past week we have broken six bags of silver ore, of moderate quality, also about 5 cwt. of silver-lead. Hancock's winze, in the 10 ft. level, is communicated with the rise from the back of the 20, which has ventilated that part of the mine, and we shall now commence stopping at that point, both on the copper and silver-lead lodes; we have also commenced cross-cutting north from this level about 80 fms. west from this point, or 40 fms. west of the engine, or Dare's shaft, to ascertain the size and character of the lode there. The stopes in the 10 ft. level, on the copper lode, are just as last reported. We have two parcels of copper ore prepared for the market.—No. 1, computed 8 tons; No. 2, 17 tons.

WHEEL LOVELL.—I regret to say the mine is still under water, and it is impossible to say to a day or a week when we shall arrive at the cause of the mischief. A shaft is now in course of sinking on the back of the adit, and if we can have a little cessation from the heavy rains which have inundated the country for the last six weeks, some hopes are entertained that by the end of next week the mine may be once more cleared.

WHEEL MARY ANN.—We have just cut the lode in the 100 ft. level, at Pollard's shaft; we can see some can and lead, but cannot say anything about its size or quality, in the next report you shall have all the particulars. The lode in the 90 ft. level, south of the shaft, is 1½ ft. wide, and worth 7 ft. per fm.; in the same level north the lode is 1½ ft. wide, and worth 7 ft. per fm. The lode in the 80 ft. level north is 3 ft. wide, and worth 10 ft. per fm.; in the same level south the lode is 3 ft. wide, worth 8 ft. per fm. The lode in the 70 ft. level south is 2 ft. wide, producing good stones of lead; the lode in the winze sinking under this level, south of Barratt's shaft, is 2 ft. wide, worth 7 ft. per fm.; the stopes and pitches are producing much the same as they have for some time.

WHEEL MAY.—The lode in the stopes in the bottom of the 20 is 18 in. wide, producing good work. We have not during the past week taken down any lode in the 30, but shall do so in about another week.

WHEEL SAMSON.—Our drivings are the same as last reported. I hope you have received the barrels of gossan which I sent you to assay.

WHEEL SURPRISE.—We have commenced driving south in the 22 ft. level, towards the large gossan lode discovered and traced on the back at surface; if the ground continues as it now is, I expect we shall cut it in five weeks.

WHEEL UNY.—The engine-shaft has been sunk about 8 ft. since last report; it is now down 70 fms. under the adit; the lode is 6 ft. wide, containing good stones of copper ore. Set to-day (Dec. 4) 12 men 2 fms., at 20 ft. per fm. The lode in the 60 ft. level is 3 ft. wide, composed of flookan, prisa, and quartz, impregnated with copper ore and munda; the lode here is looking more promising for mineral than we have ever seen it before—set to four men 2 fms., at 3 ft. 10 in. per fm. The new lode in the 30 end east is 4 ft. wide, 1 ft. of which is interspersed with rich yellow copper ore—set to two men and one boy 2 fms., at 2 ft. 10 in. per fm.; the ground is easy and hard, and the lode at present small, but producing some copper ore of superior quality—set to two men and one boy 1 fm., at 8 ft. 10 in.; set the 30 cross-cut to four men and two boys 2 fms., at 4 ft. per fm.

WHEEL VICTORIA.—During the past week the shaftmen have sunk 4 ft. 6 in., making altogether 27 fms. 1 ft. 6 in. below the adit.

WHEEL WILLIAMS.—At the middle lode shaft, the 28 ft. level cross-cut is in 14 feet, but as yet no lode has been met with. The north lode engine-shaft is sunk 11 fms. 4 ft. below the 17 ft. level. There is but little alteration to notice as to the character of the lode since last advised.

WHEEL WREY CONSOLS.—The great lode of which I informed you last week is now full 3 ft. wide in the adit end, carrying a leader part about 14 in. wide, which is producing large rocks of lead from 14 to 20 lbs. weight; the remainder of the lode is gossan, capel, fluor and horn-spar, with prisa and spots of lead. There cannot be a finer lode expected at the depth from surface (2½ fms.). The eastern lode is as last reported, producing good stones of lead, and from 4 to 7 in. wide; there is a horse of kilaas still in the lode, but not so strong. I will further advise you next week.

WHEEL ZION.—Vivian's engine-shaft is about 33 fms. deep. The water has increased, and the ground is tighter in consequence of floods of spar. The lode continues to improve in sinking. The three weeks occupied since the last meeting in diverting the torrent of grass water has been, and will continue to be, of great good to the mine, notwithstanding about 3 fathoms less have been sunk in the shaft in consequence. In Lemon's shaft, the great lode is much changed since last report, but the counter is not yet cut; the spar has become more easy in some parts of the end.

FOREIGN MINES.

LINARES MINES.—[Received from Mr. H. Thomas.]

Paso Ancho, Nov. 27.—This being our setting-day, we have examined, measured, and re-set the various bargains, which are particularised as follows:—The engine-shaft has been sunk 5 ft. 6 in. under the 65, the lode at the north side of the shaft containing good stones of lead. The 65 has been extended during the month 2 yards 2 ft. 10 in., and is re-set to drive by four men, at 350 reals per vara—the end is hard, with stones of lead not to value; east, the cross-cut to the north wall of the lode has been driven 1 vara 0 ft. 5 in., and, subsequently, the level has been extended on the lode 1 vara 0 ft. 8 in.—this is re-set to drive by four men, at 500 reals per vara; the end at present is unproductive. The 55 west has been driven during the month 3 yards 2 ft. 2 in., and is re-set to drive by four men, at 250 reals per vara—the lode in this end is worth 1 ton in a fathom; the same level, east of Shaw's shaft, has been extended during the month 2 yards 2 ft. 10 in., and is re-set to drive by four men, at 300 reals per vara—the lode contains stones of lead, not to value. La Fortuna winze has been deepened 4 yards 1 ft., being down under the level 14 yards 2 ft.; it is re-set to sink by four men, at 275 reals per vara,

five points on yield, namely, the fronts of La Natividad, and poses of San Apolonia, San Pantaleon, and the two new ones. By the agreement entered into by Captain Farrell with the owners of the mine of Villarrino y Sangre de Cristo, they will bear with the company one-half of the cost of deepening the shaft of Jesus Maria to the level of La Natividad, in consideration of the advantage they will derive in the increased facility of extraction from the points now in ore. With a view to the future exploration of the north-western, or San Pablo end of the mine, the advantage of this arrangement will be very considerable to the company. Every economy is being observed in working the mine, but the outlay has necessarily increased, from the additional works underground.

LA TRINIDAD.—In a few weeks the cross-cut in the direction of the new shaft will be completed, and then all powers would be devoted to carrying down the shaft to a depth of 120 varas, to effect a communication between the two works. In the shaft 7½ varas have been driven, and the first 20 varas from the mouth of it have been secured with mason work. When these dead works are completed the vein will be tested thoroughly, and the fact that the adjoining mine of San Vicente is improving towards the south, which is in the direction of Trinidad, gives favourable hopes for the future.

FINESSES IN MEXICO.—The monthly statement of receipts and expenditure, brought down to October, shows an available asset of \$3982 27, exclusive alike of liabilities and current expenditure.

The price of quicksilver remains at \$50 per quintal cash. The manager's stock in hand was—in store, inclusive of stock from Duran, 80 flasks, 6000 lbs.; in use at Barrera, 14,844 lbs.; in use at Dolores, 8224 lbs. 5 ozs.—28,808 lbs. 5 ozs.

ZANATECAS CLAIMS.—It may be briefly stated that these demands had not, up to the date of the despatch, been brought to a final settlement.

THE RHEINISH COPPER MINING COMPANY.

The great slate formation on the Middle Rhine, in Prussia, described by Messrs. Murelson and Sedgwick, and mapped by these gentlemen at the expense of the London Geological Society, has from time immemorial been very productive of copper. The early production of brass in Germany is notorious, and until lately the smelters of Iserehorn and the neighbourhood supplied the greater part of the brass and yellow metal used on the continent, and even in England. The mines which supplied the copper are still in existence, but have not progressed, owing to the competition of English mines, there being in Germany too great a demand for capital in other departments. Not a single steam-engine has as yet been erected on a lead or a copper mine throughout the district on the north bank of the Rhine. The best mines are not yet worked to the depths of the valleys, but many very good courses of ore have been abandoned as soon as the miners came to water.

It has, therefore, been concluded that the country presents a fair field for English enterprise. Lead mines are now extensively working by English adventurers, but the copper mines have been overlooked, and it will be easy, by careful management, to select the best, and make a profitable undertaking. The following is the plan of the Rheinisch Copper Mining Company:—

1. With perfect knowledge of the country, laws, and people, two concessions, favourable for working on the English system, have been chosen to begin with. One of these is an old mine, nearly worked in the hill to the water level in one part, but with good ore in the depth, proved by shafts and galleries commenced, as was a considerable plot of ground still unworked, where the continuation of the main lode was recently discovered by a trial shaft. This concession comprehends a consolidation of four old concessions, named the Rhondan Mines. It is about 40 miles from the Rhine, on the north bank, with excellent roads, cheap labour and plenty of it, and cheap timber. The workings are now carried on upon several lodes, both in the old and new portions of the mines, and are returning from 15 to 20 tons per month. The adits are without rails, and the ore is broken up by hand, so that the labour is most unprofitably applied. A peculiar feature in this mine is one which characterises that part of Germany. The mine in some veins contains rich nickel copper; specimens of uncommon richness being found in the rubble of the old miners, it is presumed that they rejected it as hard ore, and that a large portion is built into the workings of the ancients. This it will be highly remunerative to get out. Iron ore of good quality forms the veinstone in many parts, and is expected to pay the working expenses.

2. A second concession selected is a new discovery in virgin ground, about 20 miles from Bonn. The trials made, both by adit and by sinking, having proved most satisfactory, and the ore lying at a very shallow depth, the concession was agreed for being adit levels with large backs can be driven, this concession was agreed for. Several gentlemen who are now engaged in forming this company went out to see the adits in the autumn. They were pleased with them, and engaged Prof. Ansted to inspect them, whose report is to the effect that he had rarely seen mines with prospects so favourable. From the high price of copper, and the scantiness of supplies to meet a rising market, the auspices under which the Rheinisch Copper Mining Company appears are most favourable.

THE NORTHERN INSTITUTE OF MINING ENGINEERS AND THE STEAM-JET.

Much credit is due to this young society for so vigorously and fairly instituting experiments on a large scale to test the relative merits of the furnace and steam-jet as the ventilating motive powers in mines. The laboratory experiments of Messrs. Gurney, Vivian, and Longridge, although highly interesting, and in many respects very valuable, were inconclusive and unsatisfactory, inasmuch as they were made under exceptional circumstances, and produced discordant results. The evidence adduced before the late Parliamentary Committee, in favour of the steam-jet, has been received with considerable scepticism among mining engineers; and, in consequence, the question as to its efficiency is in a doubtful state as ever. The subject is confessedly one of vital importance to the mining interest, and well deserves the attention of a society which was established for the express purpose of instituting enquiries into the best means of preventing fatal accidents in mines. It will be in the recollection of our readers that in the Journal of Aug. 7th our correspondent, Mr. Joshua Richardson, of Nesh, strongly recommended that the steam-jet should be fairly and completely tried in some of the large working collieries of the North, in competition with the furnace and Sturtevant's ventilator, so that the question as to the real and relative merits of these several means might be definitely settled. We think the Northern Institute has exercised a wise discretion by acting upon this advice, so far as the furnace and steam-jet are concerned; although we should have been better satisfied had Mr. Sturtevant's ventilator been included in their investigations. The first experiment on a large scale was tried in the Hutton Colliery on the 13th ult. In the presence of about 30 viewers and owners of mines. Every possible care was taken to conduct the trial fairly and impartially, and although any one was allowed to take notes, the publication of them was prohibited, lest partial and incomplete statements might, even unintentionally, get abroad. On the completion of the experiments a full detailed statement will, it is understood, be published by the Institute. The experiments are made at the Killingworth Colliery to-day; next week at South Hutton (Mr. Forster's), and at other large mines subsequently. The adjourned meeting of the Institute takes place on the 18th inst., in Newcastle, when Mr. Gurney, and some gentlemen from the Museum of Practical Geology, at Government School of Mines, are expected to be present. The council's report, and the subsequent discussion, can scarcely fail of being most interesting, whilst the proceedings may be viewed as a starting point of a new and improved era in mine engineering.

QUEENSTOWN AS A PORT OF CALL.—A correspondent at Cork informs us that—"The City of Glasgow put into Queenstown on Saturday, the 4th inst., for coals. On Sunday the passengers had an opportunity of seeing 'the beautiful city,' and on the 6th she proceeded on her voyage. I may write more on the subject hereafter, but this port forces itself on public notice as a port of call. Foynes and Galway may be adopted as Atlantic stations, but for vessels bound out of the Irish and English Channels it would be impossible to call so far north. Besides, in either place have yet to be established the many conveniences for steamers, especially iron vessels, whilst everything of the kind is ready—foundries, smiths, ship-building yards (even iron ships, of considerable tonnage, are on the stocks), and facilities for provisions and coals are available. The respectable Liverpool firm contracting for the supplies of the *Sarah Sands* stated, that had they known the advantages of this station they would have shipped here a much larger proportion of the stores; and as to coals, the best Welsh steam coal could be put on board at from 12s. to 14s. per ton, in sacks. Indeed, the facilities of this port require only publicity to be appreciated. Independently of all this, a departure hence gives the best offing for southerly or westerly courses. It is probable that the *Sarah Sands* would not otherwise have made her passage to Cape Verde in 12 days; for the wind on the Irish Channel she was expected to have stood on more to the southward, and, possibly, failed to fall in with the winds which this offing gave her; and the additional supply of coal she took in made her more independent of coaling at Cape Verde. I have heard it is objected that this coast is dangerous, but no seaman, who has the least experience, would assert that, because there is no line of the same extent of coast so good, or furnished with better havens, in the whole British dominions, as recently proved by the *Pasha's* yacht, which put in twice when disabled. For sailing vessels, there is only one point of wind difficulty (rarely occurring), and then without danger, as it blows off shore. But for steamers there is no such difficulty, as they can make head to wind, and the high lands break the force of the gale much as to render the entrance comparatively in smooth water. For vessels homeward, all experienced navigators prefer making this coast at Cape Clear, knowing that wherever they fall in with land it is sufficiently marked to preclude mistake or disaster, as they have so many good harbours to run for. It is to be hoped, therefore, that prejudice may not prevent future resort to this magnificent portage, as a place of call for steamers more particularly, as it will give nearly 18 hours later advices out, and earlier home, than any other channel station now employed; while it will be of great advantage to that class of passengers who may desire to economise time to the last moment, at a small additional expense—and, in these days of competition, the number of such voyagers will probably increase. As a proof of this, I am told, that 30 or 40 of the passengers of the *Sarah Sands* joined at this port from different parts of England and Scotland. The New Liverpool and North American Screw Company propose, I believe, making it their point of ultimate departure."

[FROM OUR CORRESPONDENT IN GALWAY.]

CLAREVILLE LEAD MINE (Oughterard).—Operations have commenced here, carried on by G. F. O'Farrell, Esq., the proprietor. The indications are most encouraging.—**BENVILLE SILVER-LEAD MINE.**—Idle.

GLENGOLA LEAD MINE (Ireland).—A water-course has been made, and the pump is worked by an overhead wheel, 18½ ft. in diameter, by which, at half-work, all the water is kept out. The owner of this estate (Mr. O'Farrell) has commenced working on another lode, about ½ mile east of this mine, with very good and encouraging prospects.

COAL IN IRELAND.—At the Duncree Mines, we understand that the upper seams of coal beneath the late discovery of salt, have recently been won, and as the main body of coal in Ireland is generally found beneath these, sanguine hopes are entertained of a very valuable colliery. There being also associated with it the usual firestone and clays of excellent quality, it is estimated that a regular mineral field has been discovered, in which the coal and ironstone will prove of very superior quality. There is little water to obstruct the operations.

LEBURN TOWN CONSOLS.—We understand a large quantity of tinstuff in this mine is only waiting the arrival of steam stamps to commence an immediate return of ore. We are also glad to find the parties connected with it have taken the precaution of consulting with the several agents of the neighbouring mines as to the most eligible position of the engine-shaft, so as to prevent any future delay in the operations which might arise from defective plans at the commencement.

Mr. George Henwood, from Cornwall, delivered a highly interesting lecture on Monday, at the Mechanics' Institute, Leeds, elaborately illustrated by diagrams, which was attended by a full auditory, and gave great satisfaction to all present, as testified by frequent applause, and a requisition being handed, soliciting him to repeat it at Hull and other places; where, we have no doubt, it will meet with an equally satisfactory reception. We have pleasure in announcing that we shall be able to give the lecture insertion in our Journal, commencing with the ensuing week.

LIST OF PATENTS COMPLETED UNDER THE NEW LAW.

FIRST LIST OF PATENTS SEALED.

T. Craddock, Ranelagh-works, Thames-bank, certain improvements in the steam-engine and steam-boiler.
R. Lakin, Ardwick, Lancaster; and W. H. Rhodes, Gorton, Lancaster, certain improvements in machines for spinning and doubling cotton, and fibrous substances.
G. Holcroft, Manchester, certain improvements in steam-engines.
H. Brison, Bolton-le-Moors, Lancaster, certain improvements in machinery to facilitate the rinsing, washing, and cleansing of fabrics, which machinery is also applicable to certain operations in bleaching and dyeing.
J. W. Fell, Glasgow, certain improvements in preparing and spinning hemp, and other fibrous materials for the purpose of making ropes, twines, and similar articles.
D. W. Sharp, Hingley, Yorkshire, certain improvements in machinery for combing and drawing a silver of wool, flax, silk-waste, and other fibrous substances, and in apparatus for constructing screws to be used in such machinery.
A. Miller, Glasgow, certain improvements in the treatment or finish of textile fabrics and materials.
J. Weems, Johnstone (N.B.), improvements in obtaining and applying motive-power.
J. A. Young, 185, Buchanan-street, Glasgow, certain improvements in dental operations, and in apparatus or instruments to be used therein.
T. Kennedy, Kilmarnock, certain improvements in obtaining and applying motive-power, applicable to time-keepers and clock-work, and for measuring and registering the flow of water and other fluids, and ariform bodies.
J. Erskine, Greenock, certain improvements in the manufacture of felted and cemented fabrics.
J. Crook and J. W. Wood, Manchester, certain improvements in the method of preserving hoop-iron from oxidation or decay.
J. Clark, Chapel-house, Paisley, certain improvements in weaving carpets and other fabrics, and in the machinery or apparatus employed therein.
M. Thomson, Plymouth, certain improvements in lamps, and in the production of artificial light.
J. Patterson, Wood-street, certain improvements in buckles or fastenings.
R. Husband, Manchester, certain improvements in weaving hat-plush and other textile fabrics.
J. H. Johnson, 47, Lincoln's-Inn Fields, certain improvements in composing and distributing type.
D. Laidlaw, Glasgow, certain improvements in the manufacture of gas-burners.
M. Smith, Over Darwent, Lancaster, certain improvements in machinery for weaving and printing.
P. A. Le Comte de Fontainebleau, 4, South-street, Finsbury, certain chemical combinations for the alliciation of calcareous matters.
T. Suttie, Greenock, certain improvements in roasting apparatus.
J. Campbell, Bowfield, Renfrew, certain improvements in the treatment or finishing of textile fabrics and materials.

IMPROVEMENT IN ROLLING METALS.—Patent applied for, under the New Act, by Richard Prosser, C.E., Broad-street, Birmingham: with complete specification.—The specification states, that the improvement in rolling metals, referred to, consists in rolling bars of metal, of a wedge-form,—that is, leaving one end thicker than the other, or one edge thicker than the other. Two wedge-shaped ingots are taken and superposed one on the other, the thick end of the one being against the thin end of the other, and thus placed they are submitted to the action of the rollers. When the bars are required to have all surfaces smooth, the two ingots, or bars, are to be withdrawn from contact, and placed so that what was the inner surface becomes the outer. The claim is to rolling metals in the manner described.

IMPROVEMENTS IN MAKING METAL TUBES.—Patent applied for, under the New Act, by Richard Prosser, C.E., Broad-street, Birmingham: with complete specification.—This specification sets forth that the invention consists in forming tubes of a square shape, with the corners rounded off, which are to be afterwards formed into tubes of the usual form; which is to be effected by using a mandril of the above-mentioned shape, and passing said mandril, with the finished tube thereon, between rollers, such as are used for rolling square bars of iron. The tube thus formed to be afterwards passed on to a circular mandril, and completed. The object of this process is stated to be the prevention of the cracking of the tube by the action of the top and bottom rollers. The claim is to the invention as described.

COATING METAL TUBES.—Mr. Russell, of Wednesbury, has secured a patent for applying coatings of gutta percha, or gutta percha combined with other matters, to the external and internal surfaces of iron tubes; and are more especially applicable to preserving from oxidation the exterior of iron tubes internally coated with enamel. The coating of gutta percha is laid on with a brush in a state of solution, or by dipping the tube (which is left open at the ends or closed, according as both surfaces or the exterior only is to be protected) into a warm solution of gutta percha, and repeating the dipping until a sufficiently thick covering is obtained. Each coating should be allowed to dry before another is laid on.

IMPROVED BLASTING CARTRIDGE.—Mr. J. Norton, of Cork, late captain in the 34th Regiment, has secured a patent for a new blasting cartridge, which explodes by percussion; and as no orifice for safety fuse is therefore necessary, a much greater force is exerted. We have received a description of an experiment which recently took place on a large block of tough, unworkable, and gnarled root end of a walnut-tree. A hole, about 8 in. deep and 1 in. in diameter, was bored in the centre of the block, into which the cartridge was dropped, having over it a wooden rammer, with a leaden plug at bottom, ½ inch deep. A wooden trough was placed over it, down which a man let fall a beam of timber, which, driving in the rammer, exploded the cartridge, shattering the massive block to atoms. The leaden plug at the bottom of the rammer expands by the explosion, rendering the shock more powerful. The cartridge was 3 in. long; and the powder consists of one part of powdered loaf sugar, two parts of saltpetre, and one part of sulphur. The inventor is an engineer to the Great Southern and Western Railway, and other scientific gentlemen, were present, who bore testimony to the success of the experiment. Mr. Norton has also patented a rifle shell on the same principle.

THE PATENT LAW AMENDMENT ACT.—Yesterday, a bill to substitute stamp duties for fees on letters patent for inventions, and to provide for the purchase, for the public use, of certain indices of specifications, was printed by order of the House of Commons. Several clauses in the Patent Law Amendment Act, with the schedule of fees, are to be repealed. A similar schedule of fees is inserted in the present bill. It is declared that letters patent shall be subject to avoidance on non-payment of the stamp duties. The duties are to be under the management of the Inland Revenue Commissioners, who are to provide proper stamps for the purpose. It appears that Mr. Bennett Woodcroft has made several thousands of indices of specifications, which are of value; and the bill is to empower the Treasury to purchase the same for a sum not exceeding 1000*l*.

PORTLAND IRON COMPANY.—This company has been formed for working ironstone fields, which have been secured by leases at moderate royalties, consisting of 5000 acres, held under his Grace the Duke of Portland, the works being situated two miles from the coast, within twelve miles from the shipping port of Troon. The property contains the celebrated blackband ironstone, varying from 14 to 24 inches thick, extending over 2000 acres; the remaining 3000 acres contain large quantities of coal and ironstone, and probably blackband also, to prove which borings are being made; and it is expected these works contain a large quantity of coal, ironstone, and fire-clay, of first-rate quality, than any other in the kingdom. The blast furnaces will turn out 30,000 tons pig-iron per annum, and which is estimated will pay one or two handsome dividends next year, with regular ones afterwards. The company is divided into 50,000 shares of 2*l* each. The action on the property managed by the directors, namely 100 workmen's cottages, with every description of premises necessary for carrying on a first-rate iron-works.

NORTHAMPTONSHIRE IRONSTONE MANUFACTURE.—By adopting Elliott's new process for manufacturing bricks, pipes, tiles, pottery, &c., from ironstone, iron may be manufactured on a small scale to great advantage, by using the slag when in a fluid state running from the furnace, instead of throwing it away, as is customary, at an enormous expense of labour and waste of land. The coals and other materials being necessarily used for producing iron will, of course, be charged to that account, and the labour and other expenses saved by removing the hot slag, will nearly, if not quite, pay all the labour of moulding the slag into bricks, &c. The turns at the blast furnaces are 12 hours each, and in a furnace doing full work there are four men and sometimes two horses, with boys, according to the position of the work, employed constantly in removing the hot slag. In a furnace doing full work there are 300 tons of slag, which is a large quantity of land, so that there would be four men per week transferred from an useless, though necessary, office to the moulding department, as well as the expenses of the horses, &c., saved. The calculations show a profit of 4000*l* for seven weeks with one furnace. The colour of the bricks will be light brown; they may be made either rough, smooth, hollow, plain, or ornamental, and in any form or shape, requiring no plastering, and when used for building may be papered or painted as soon as covered, in any season of the year. Where ironstone is not found, chalk, limestone, marl, loam, breeze, small coal, oyster shells, &c., may be melted by the same process, by using the waste heat before it goes into the melting hearth. The number of bricks alone charged with duty, previously to the repeal of the duty in 1850, was about 1,800,000,000, and the annual duty amounted to between 500,000*l* and 600,000*l*. In 1851, 2,500,000 tons of iron were made in Great Britain; 7,000,000 tons of ore, 2,700,000 tons of limestone, 13,000,000 tons of coals consumed; 8,000,000 tons of slag thrown away, equal to 8,000,000 thousands of 2-in. bore-pipes, worth, at 1*l*. per thousand, 8,000,000*l*. If the brick duty had not been repealed the slag could not have been manufactured into bricks, without an alteration in the law. No mention is made of moulding the slag into any useful form in either Muesel or Overmann's works on Iron and Steel, or in Dobson's "Treatise on Bricks, Pipes, Tiles," &c.—Correspondent of *Mechanics' Magazine*.

The *Sydney Morning Herald* mentions that about 1½ ton of iron from the Pigby Mines, Aberllyn, has been brought into that city. It is said to be of a very superior description, bearing more resemblance to steel than iron, and specimens of it, which have been submitted to competent judges in England, have been declared to be the most valuable for its peculiar fitness for the finest portions of machinery. The works, in consequence of the disturbance in the labour market, have been for some time in abeyance, but the proprietors are now carrying on operations on a small scale, and expect to make about 3 tons a week. In this, as in all other occupations in the colony, the great difficulty for some time will be the almost impossibility of procuring an adequate supply of workmen, but that is an evil which will, in the course of time, cure itself.

THE EASTERN STEAM NAVIGATION COMPANY.—This company was originally formed for the purpose of establishing a second line of communication by the overland route, for the conveyance of mails, &c., between England, India, and China, with a branch to Australia. The proposal was subscribed, a charter obtained, and a parliamentary committee reported in their favour, and recommended that they should have a portion of the mails; but the Government, however, entered into a contract for seven years with another company, when the directors considered it impossible to compete with them, and gave such shareholders as desired the option of retiring. The opinion being very generally entertained, and indeed, the fact all but demonstrated, that large steamers, capable of taking at once sufficient coal for the whole voyage by sea, would work with greater speed, and more economically and profitably, than the present system, this course has been decided upon. The capital is fixed at 1,200,000*l*, with power to increase to 2,000,000*l*; and the total expenditure having been for charter, parliamentary, and preliminary expenses, to the present time, less than the original deposit of 2*l*. per share, nearly the whole funds of the company will be available as working capital for future purposes. It is well known that the working cost of large vessels is far less in proportion than smaller ones; and the former will make three voyages to two of the latter, thus increasing the amount of return in proportion to the capital full 50 per cent. The prospectus will be found in our advertising columns.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, December 10, 1852.

ENGLISH IRON.	per Ton.	ENGLISH COPPER.	per Ton.
Bar and bolt s.	26 10 0	In sheets d.	£ 25 0 0
In Wales s.	7 15 0	Tin, 14 to 28 lbs. s.	102 10 0
In Liverpool s.	8 5 0	Tough cake s.	102 10 0
In Staffordshire s.	10 0 0	Sheeting and bolts s.	0 0 11½
"Sheets, single s.	12 0 0	Sheet s.	0 0 11½
"double s.	13 10 0	Bottoms s.	0 1 0½
"Hoop s.	11 0 0	Old s.	0 0 10½
"Nail rod, round s.	9 15 0	Yellow Metal s.	0 0 9½
"square s.	9 15 0	Wetted s. Pat. Met. s.	1 10 0
Rails (Wales) c.	9 0 0		
(Staffordshire) c.	10 0 0		
Railway Chairs, Clyde s.	4 10 0		
Pig, No. 1, Clyde c.	3 6 0		
"No. 2, & 2-5ths No. 3	3 5 0		
No. 1, in Wales s.	4 5 0		
Scotch Pig No. 1 in London	4 10 0		
Stirling's Patent } Glasg.	3 12 6		
Toughened Pigs }			
Ditto Wales s.	0 0 4 5 0		
FOREIGN IRON. s.			
Swedish s.	10 15 0-11 0 0		
Russian CCND	17 0 0		
Indian Charcoal Pigs }	5 10 0		
In London }			
FOREIGN STEEL. s.			
Swedish "top, nominal	20 0 0		
Ditto faggot	0 0 0		
SPELTER. c.	15 10 0		
On the spot	19 0 0		
To arrive	19 0 0		

Terms.—a, 2½ per cent. dis.; b, 3 ditto; c, net; d, 1½ per cent. dis.; e, 2 ditto; f, 1½ ditto; deliver in Liverpool 10s. per ton less.—Dis. for cash in 14 days, 10 per cent.

* Cold blast, f.o.b. in Wales.

There has been considerable activity in the SCOTCH PIG-IRON MARKET this week, and as high as 67s. per ton (cash) has been paid. Although prices have receded from this point, we are still enabled to quote an advance on last week's rates—the quotations are 65s. 6d. to 66s. cash, and 66s. to 67s. three months' open.

WELSH BAR-IRON continues advancing—makers ask 7*l*. 15s. to 8*l*. per ton free on board in Wales.

WELSH RAILS continue in the most extensive demand—makers are unanimous in quoting not less than 9*l*. per ton in Wales, at which orders have been taken.

SWEDISH STEEL is selling in small lots at 20*l*. per ton.

LEAD is in large demand—with very little of good soft quality in the market.

SPELTER without movement.

COPPER is scarce, and in full demand.

The very firm; an advance is anticipated.

IRON-PLATES a very large business has been done, and prices have rapidly improved.

Coke 26s. to 27s., and Charcoal 32s. per box.

MINES.—There has been considerably more animation in the Market this week, especially in good dividend-paying mines and those of fair prospective value. South Tolgus have risen to 200*l*; Trelawny, to 49*l*. and 50*l*. A fair amount of business has been transacted in Alfred Consols, Carn Brea, South Cadarn, South Tamar, Bedford, United Mines, West Cadarn, West Providence, Wheel Basset, Buller, Golden, Mary Ann, and Tremayne, at full prices; also in Balncon, Gonamena, Kilbricken, Great Wheel Alfred, St. Day United, North Damsel, Clive, Mendip Hill, Crow Hill, Trebarvah, Hennock, South-West Phoenix, and West Phoenix. In Cornwall, North Pool has been sold at 230*l*; South Tolgus, 190*l*; Condurrow, 102*l*; Bell and Lanarth, 6*l*; Carvannal, 9*l*; Grambler, 21*l*; Mill Pool, 3*l*. 6s.; Sidney Godolphin, 5*l*. 5s.

In the Metal Market, every portion is in the most animated state—Tin has advanced 2*l*. per ton; Block Tin being 4*l*. 18s.; Bar and Ingots, 4*l*. 19s.; Refined 5*l*. 1s. per cwt., and in extensive demand. Plates have risen, Charcoal to 32s., and Coke to 27s. per box, at which quotation a very large business has been transacted.—Copper is very scarce, and smelters being unwilling to execute orders at the current rates, an advance is anticipated in the price.—Pig-Lead is 21*l*. per ton, and the soft quality eagerly sought for; the market is very buoyant, and higher rates looked for.—Spelter goes off at 20*l*. in small lots, and at 19*l*. for arrival.—In Wales, the Iron trade continues very brisk, 9*l*. being easily obtained for Rails, the shipment of which is very large. Bar-Iron 8*l*. f.o.b., and likely to be higher. Scotch-Pig 3*l*. 6s. to 3*l*. 7s. per ton, and the market very active.

The sale of copper ore at Thursday's Ticketing was 3883 tons, amounting to 23,467*l*. 18s. 6d., the average produce and standard being 6½, 134*l*. 6s. The corresponding sale last month was 3427 tons, produce 6½, 131*l*. 12s., showing a rise of about 1*l*. 10s. per ton.

Maesyrerddu, Coetia Llyn, Deep Level, Talacore, Merilyn, Holywell Level, Plantation, Shallee, Gurntynne, Rhoswydd, Bwlch Gwyn, Fronogoch, East Logyias, Cefn Bruno, Bwlch Consols, and East Wheel Rose, have sold ores.

Lewis, Drake Walls, Porthkellis United, Georgia Consols, West Wheel Towan, Chyprase Consols, and Boscawen Mines, have sold black tin during the week.

CALLS MADE DURING NOVEMBER, 1852.					
Mines.			Mines.		
Per share.	Amount.		Per share.	Amount.	
Pembroke & East	£1 0 0	£10240 0 0	Mill Pool	£0 10 0	£512 0 0
Criminis	7 10 0	3840 0 0	Devon Consols West	0 5 0	512 0 0
Halnamant & Croft	2 1 4	2116 5 4	Peter Tary and	0 10 0	500 0 0
Great Wheel Alfred	1 0 0	2048 0 0	Mary Tary	0 2 6	500 0 0
Yealand Consols	0 5 6	1500 0 0	Wheal Treasury	0 5 0	500 0 0
Wheal Unity	1 5 0	1280 0 0	South Carn Brea	1 10 0	480 0 0
West Ding Dong	0 5 0	1200 0 0	Nanscoganall	0 9 3	473 12 6
Tees Side	0 5 0	1200 0 0	Wheal Chiverton	0 9 2	468 6 8
West Wh. Russell	0 5 0	1000 0 0	Wheal Neptune	0 1 6	450 0 0
Tyn-y-Vorgold	0 5 0	1000 0 0	Caradon Wood	0 2 0	400 12 0
Molland	0 10 0	1000 0 0	West Wh. Edward	0 2 0	400 0 0
Charlton	0 10 0	1000 0 0	Wheal Robert	0 2 0	400 0 0
Penzance Consols	0 12 6	896 0 0	West Seta	0 2 0	400 0 0
Trannack & Bosence	0 15 0	768 0 0	Wheal Victoria	0 2 0	400 0 0
Trebarvah	0 15 0	768 0 0	Bodmin Wh. Mary	0 7 6	384 0 0
Hennock	0 10 0	750 0 0	West United Hills	0 1 0	312 0 0
Hawke's Point	1 8 6½	730 13 4	Wheal Speedwell	0 6 0	307 4 0
Wheal Squire	0 12 7	644 5 4	Lydford Consols	0 1 6	304 4 0
At Hoies	0 10 0	624 0 0	Carvannal	0 5 0	250 0 0
Christy	0 10 0	624 0 0	Great Wh. Fortune	0 2 0	250 0 0
Bryn-Arlan	0 5 0	597 10 0	Peak and Red Lake	0 10 0	250 0 0
Wheal Enys	0 10 8	570 13 4	Wheal Wal	1 0 0	240 0 0
East Ding Dong	0 10 0	512 0 0	Exmoor Wh. Eliza	0 4 0	201 4 0
Wheal Trevelyan	0 5 0	512 0 0	Beacon	0 1 0	150 0 0
Leeds & St. Aubyn	2 0 0	312 0 0	Orsedd	0 2 6	138 0 0
West Wheel Alfred	0 10 0	512 0 0	Total		£44,137 0 0

At the Tavy Consols bi-monthly meeting, on Monday, the accounts showed—Balance last account, 382l. 15s. 6d.; labour cost for Sept., 275l. 15s. 11d.; Oct., 195l. 15s. 4d.; merchant's bills, 377l. 17s. 8d.—By ores sold, 429l. 14s. 2d.—leaving balance after the mine, 462l. 12s. 7d. The liabilities to end of December, including such balance, amounted to 1312l. 12s. 7d., to meet which there was estimated value of ore to be raised up to end January, 1150l.; and call, 709l. 4d.—1899l. 4s. A call of 3s. per share was made, and the purse's salary was raised to 6l. 6s. per month. Captain W. Goss reported that in the 36 fms. level there were good stones and strings of copper ore, very promising; the lode in the stope, same level, was in a good course of ore. In the 46 fms. level the lode is 6 ft. wide, leaving good tribute ground, worth 5l. per fathom. The engine-shaft was down 8 fms. below the 56, ground light hills, with floor-spar, and strings of ore. The discovery in the 36 fms. level led to the hope that deeper levels would be in highly productive ground, and the shaft is expected to be down to a 68 fms. level before the next meeting. Since the above discovery they have sampled 244 tons 18 cwt. of ore, worth about 1450l., and as the ground is opened samplings will increase.

Lamheroe Wheel Maria general meeting, on the 7th inst., the balance sheet showed—Expenditure, 27,551l. 15s. 11d.; costs to the end of October, 14,554l. 14s. 7d.; liabilities, 959l. 9s. 7d.; assets, 12,561l. 10s. 11d.; leaving balance in favour of the mine, 297l. 1s. 4d., which sum it was resolved should be handed over to Messrs. Taylor and Sons to meet future costs. No further call will at present be requisite. After the audit, on the 14th, all claims on the mine will be paid.

At Boscan Mine quarterly meeting, on the 3d inst., the accounts showed—Balance from last account, 463l. 11s. 8d.; labour cost, July, 185l. 9s. 8d.; August, 168l. 7s. 11d.; Sept., 187l. 15s. 10d.; merchant's bills, 92l. 3s. 8d.; coals, 32l. 9s.; lords' dues, 21l. 4s. 6d.—Call, 300l.; tin sold, 748l. 11s. 2d.; sundries, 137l. 16s. 8d.; leaving balance to next account, 387l. 15s. 5d.; the profit made being 64l. 10s. 3d. The mine is reported to be in a very promising state, and is likely to divide early dividends.

At Trebell Consols Mine meeting, held yesterday, at the offices in St. Helen's-place (R. W. Dare, Esq., in the chair), the accounts showed—Calls received, 14,554l. 14s. 7d.; cash from managers, 12s. 11d.; ore sold September 24th, 324l. 9s. 11d.—14,879l. 10s. 10d.—September cost, 1081l. 16s.; October, 737l. 15s. 8d.; paid treasurer on account of advance, 550l.; Mr. Matthews's balance for removal of steam-engine, 100l.; Trebell's advance for materials, 327l. 9s. 11d.; London expenses, 112l.; Mr. Drev's account, 105l. 8s.; leaving balance in hand to next account, 457l. 15s. 8d. Arrears of call due, 642l. 12s.; ore sold and estimated, 504l.; makes 1150l. 7s. 8d. assets, against liabilities due to treasurer, 483l. 3s.; to merchants, 420l. 17s.; estimated cost for Nov. and Dec., 200l.; interest on advance made by treasurer, 55l. 19s.—1159l. 19s.; showing a balance of 91l. 11s. 4d. The minutes of the last meeting, held on Oct. 21, were read and confirmed; the accounts were received, passed, and adopted; and the reports from the manager and agents were highly approved of. Mr. Peter and Mr. Vivian, from the mines, testified to the facts therein contained, having very recently inspected them. On the motion of Mr. James Lane, seconded by Mr. Vivian, the salary of Capt. Veran, as inspecting agent, at 3l. 3s. per month, was unanimously carried; as was that of Mr. Peet, as secretary, at 3l. 5s. per month, with thanks to him for his past efficient services. Mr. Reynolds proposed that 300l. out of the balance in hand be paid to the treasurer on account of his advance, seconded by Mr. Murray, and agreed to. The committee were then re-elected, and a resolution passed that the secretary write to all parties in arrears of calls, informing them that unless the sums due from them were paid on or before January 1, their names would be handed over to the creditors of the company, who require immediate payment, for them to proceed against such defaulters without further notice. Thanks were voted to the chairman, and the parties separated, highly pleased with the improved prospects of the concern.

At the Bronfloyd special meeting, on the 1st inst., a report from the committee was read, stating that certain shares had been forfeited and sold, which produced sufficient to pay off all liabilities of the mine. Mr. Lynch, and the secretary, Mr. Balcombe, had visited the mines, since which the operations had progressed most satisfactorily, and reports will continue to be inserted in the *Mining Journal*. They had no doubt of an eventual successful result. A call of 1s. per share was made.

The Merilyn Mines sold 10 tons of lead ore on Thursday, at 16l. per ton. In consequence of the floods, and the strike of the men, the mine was suspended for three weeks. The works are now again in operation, though the bottom levels are still under water. It has been for some time a matter of complaint in Wales that the men only worked six instead of eight hours daily, and all attempts hitherto made have failed in introducing the eight hour system. When Mr. John Taylor visited Merilyn, he tried to make his men work eight hours, and a riot ensued, which completely stopped the works, until resumed by this present company, 12 months afterwards. When, therefore, Capt. Michell, the present manager, found the engine incapable of competing with the enormous floods in October and November last, he insisted upon adopting the eight hour system, and again the men struck, and for some time threatened to seize the engine and take possession of the mine. By firmness and perseverance, however, after a week or two, the men gave way, and have now all gone quietly to work, making three shifts in 24 hours instead of four, and thus six men will do the work of eight under the old system. Great credit is due to Capt. Michell for thus accomplishing what is of the greatest importance to mining in Wales, and which no one hitherto had succeeded in.

Wheal Langford sold silver ores, amounting to 550l., on the 8th inst., in addition to 180l. a fortnight since; besides which, a further quantity of silver-lead and copper ore will be ready for sale this month, to an extent of 400l. and upwards. It is a matter of great satisfaction to see this rising mine thus proving its resources.

The Mendips Hills Mining and Smelting Company have this week sold 2000 pigs of common pig-lead, at 19l. 10s. per ton. Such are the prospects, that we understand they will for some considerable time to come have regularly 100 tons for sale monthly. The improvements in the mine, and also in the smelting-furnaces—the latter under the construction of Mr. Horatio Hornblower, from Chacewater—are such, that the concern promises well to make an early dividend, and to be able to continue doing so. The prospects are exceedingly good.

The Round Hill Mine, in Shropshire, has been inspected by Captain Matthew Francis, and reported upon most favourably; a limited capital, he expects, will open an extensive and valuable property.

At the Devon Burras, an important improvement has taken place. The pit has been cut in the 24 fms. level below the adit, and the great north lode just cut into, which presents, as yet seen, the finest appearance. By another week the lode will be fully laid open. The water from the lode is quite warm, and so highly mineralised as in a short time to coat the shovels and picks with copper—circumstances from which the agent relies on being near a great deposit of ore. The shaft on the Gate-post lode is being sunk as fast as possible, in a solid mass of gossan and spar, with ore between the floors.

At Devon Kapunda, another lode has been cut in the cross-cut south, composed of gossan, spar, mundle, and lead, but is not yet fully developed. The engine-shaft is down 3 fms. 2 ft. under the 14 fms. level, and is now set at 16l. per fm.; the lode in the 14 fms. level has greatly improved. Another tribute pitch has been set in the 14 fms. level's shaft, at 10s. 10d. in 14.

The Royal Hibernian Mining Company have received a considerable amount in deposits for their scrip certificates, which they are issuing to approved applicants. The reports from the mines are of a highly gratifying character (two lodes having just been cut), and fairly lead to the expectation that the high anticipations of the projectors will be fully realised. Mr. M. Owen, of Wolverhampton (as will be seen by his letter, which appears in our paper to-day), visited the mines, for the satisfaction of himself and friends, and was so pleased with the appearances of the property, that he has resolved to increase his interest.

The Great Wheal Vor Mining Company, being on the eve of appearing in the market, in 200,000 shares, of 1l. each, has caused an increased demand for them to be taken up by highly respectable parties, who already bear a premium in the market, so highly is the concern thought of generally.

Capt. Lean has inspected Stoke Climsland Consols West, and his report is among our Mining Correspondence. Since which they have cut the Stoke Climsland main lode in the western end, and in the note giving notice of it, dated December 4th, the writer says—"We have got the main lode, and we are 12 ft. into it, but not through it; a finer lode I never saw before."

At Garraway's, on Thursday, the 60 Carn Brea shares were all sold, and realised from 82l. to 84l. each. We hear that the mine is very much improved. The 145 fms. level, on Highburrow lode, has been driven through a magnificent course of copper ore; and at the eastern part of the mine, near Macdonald's shaft, the lode has greatly improved, having a good course of ore.

The Classadough Mining Company having issued their scrip on Monday, the 6th inst., the settlement for the numerous transactions on the Stock Exchange occurred on the following day. We understand operations on an extensive scale are about to be commenced at the mines.

Master Tinney has convened a meeting of shareholders in the Pennant and Craigwen Consolidated Lead Mining Company for the 20th inst., to consider the propriety of making a call of 1l. per share, to facilitate the winding-up its affairs.

During the week, shares have changed hands in Alfred Consols, South Tamar, Tremayne, Bedford, Wheal Bassett, Buller, West Providence, West Caradon, Merilyn, United Mines, South Tolgus, Wheel Golden, South Caradon, Devon Great Consols, Great Polgoth, Par Consols, Mary Ann, Trellawny, West Phoenix, Great Alfred, Cook's Kitchen, Callington, Clive, Cubert, Coniston, North Vale of Towry, Crow Hill, Hennock, Roughtengill, Trevelyan, Wheal Fortune (South Tawton), Cawson Hill, Coed Mawr Pool, East Halamanning, Halamanning and Croft Gethal, Great Bryn, Gomanema, Leeds Town, North Damsel, St. Day United, Elizabeth, Guskus, Beacon, Phoenix Great Consols, South Phoenix, South West Phoenix, East Buller, Wheal Robins, Garret, Devon, and Courtenay, North Unity, Treasury, East Wheal Vor, Sithney Wheal Buller, Speedwell, Mendip Hills, Cliffland and Wentworth, Balcon Consols, East Tamar, North Wheal Trellawny, Cwm Darren, Golden Mile, Trebarvah, Blaen Cavan, Reeth Consols, Wheal Wrey, Bishopstone, Bronfloyd, Lydford, North Robert, Middleton, Boiling Well, North Buller, Wheal Harriet, Wheal Arthur, Tavy Consols, West Ding Dong, Kilbricken, Wheal Edward, West Russell, West Treasury, Round Hill, West Sharp Tor, Wheal Samson, St. Austell Consols, Penllyn Court, Classadough, General Mining Company of Ireland, Carrberry West, Connemara, Kenmare, Glenaulin, and South Cork Mining Company.

In Foreign Mines, transactions have taken place in Linares, Imperial Brazilian, National Brazilian, Grand Duchy of Baden, Cobre, Santiago, United Mexican, Mexican and South American.

The Copiapo Mining Company have received advices from Copiapo to the 15th October. The Checo Copper Mine is producing some superior class ore, but the returns are small in consequence of the scarcity of hands. At the San Augustin Mines the prospects are good. The San Carlos Mine is not looking so well as last reported. Produce for Sept.—San Augustin, 40 tons; San Carlos, 8; and Checo, 8—56 tons. At the Silver Mines, in the Al Fin Hallada, the lode in the shaft below No. 10 level still maintains its size and character—about 2 ft. wide, and ore throughout; in the No. 10 level east, the lode is 1 ft. wide, the whole of which is of 200 marks per ton (100l. per ton); the other works are looking well,—ore raised in the last fortnight, about 40 tons. The other mines are also looking well, there being no particular feature since the last report. The same remarks apply to the silver as well as the copper mines—the want of hands.

The Grand Duchy of Baden Silver Mining Company have received the official assays of four blocks of silver, sent into the Mint at Karlsruhe, the value of which, 4635s., has been paid to the bankers of the Company at Karlsruhe. Account sales of various lots of litharge were furnished at the same time. The managing director is expected in England to engage skilled ore-dressers to work the new dressing-rooms.

The United Mexican Mining Company have received advices to Oct. 29. Rayas goes on satisfactorily, reducing the debt to the company, whose share of the profits for July, August, and Sept., amounted to 7254s., and the sum remaining owing, 323,083 7 1. The owners have undertaken a further drainage. At Jesus Maria 7

Jose, the produce sold in five weeks was 46369, with every indication of its continuance; five points are yielding well. Nothing done as to the Zacatecas claims as yet.

The Linares Mining Company have advices to the 27th Nov., from Mr. Henry Thomas. Ore weighed in, 50 tons. The engine-shaft has been sunk 3½ feet under the 65 fms. level. The lode on the north side contains good stones of lead. The 55 west is worth 1 ton of ore per fm.; Fortuna winze, 1½ ton; the stope between Las Nieves and San Anton 3 to 3½ tons; the 45 east of Esperanza 1 ton; La Seurte winze, 2 tons; the 31, east of Thorne's, 2½ tons; west, 3 tons; the 31 east, on the north lode, 3 tons; Warner's shaft, 2 tons. The 20 west, ¼ ton of ore per fm.

At the South Australian Copper Mining Company's meeting, on Monday, reports were read from the committee of investigation, and from Mr. Bassett, the engineer, which were highly satisfactory. A committee of management, purser, trustees, and auditors, were appointed; and the sum of 100l. was voted to the committee of investigation as a remuneration for their services, and the exertions they had used in their researches into the position and prospects of the company. A series of resolutions was passed, which will be found in our advertising columns, and a full report of the meeting will be found elsewhere.

The Bolivar Mining Association held an extraordinary general meeting on Tuesday, to take into consideration the resolutions passed on the 2d of November. The meeting was but thinly attended, and, after a short preliminary discussion, the resolutions were confirmed, providing for the disposal of the remaining assets, and the dissolution of the company.

At the South Australian Company's general meeting, yesterday, (Edwd. Divett, Esq., M.P., in the chair), the report stated that "advices up to July last represented the colony as rapidly recovering from the shock it had sustained; thousands of the inhabitants were returning from the diggings, for the most part successful, and trade was reviving. More recent advices received by the Bombay mail, dated Aug. 27, convey the interesting and important intelligence of the discovery of a gold field in the district of Mount Barker, about 20 miles distant from Adelaide, near the Onkaparinga." Their tenants, though making occasional trips to Mount Alexander, showed no disposition to abandon their lands. The half-year's rents to 30th April, amounted to 10,867l., being only 175l. less than the preceding half-year, and 1497 acres of land had been purchased since last half-year. The directors, after giving an elaborate account of the transactions of the company since last report, conclude by expressing their settled conviction, "that at no former period have the affairs of the company been in a more sound and prosperous state than at present, and with such encouraging prospects for the future." In reply to questions, the chairman said that Mr. Giles, their agent, had instructions to buy land at 1l. per acre, or occasionally more; he did not sell without a profit of 10 to 15 per cent. The 5s. notes issued amounted to 5415l., but they were being withdrawn. The railway works were suspended for want of labour, but he hoped they would be soon resumed, as Government had plenty of funds in hand. Gold had been found on their property, but not sufficient to pay for getting. In granting leases of their lands, minerals were always reserved.

A consignment of 127 ingots of Lake Superior copper has been received by Mr. Ralston, of Tokenhouse-yard; and, after approval by the purchaser, was sold for 105l. 10s. per ton, the very highest market price. This, we believe is the first invoice of American copper ever introduced into the English market. We learn that another shipment is en route.

The Royal Nassau (sulphate of barytes) Mines have been offered by manufacturers on the continent contracts for the supply of that mineral to the large amount of 2000 tons per month. Upon careful examination, and investigation of the mines, it has been satisfactorily proved they can produce this quantity, and of the best quality. A large consumption of this article is used in paper hangings, likewise in adulterating white lead and white zinc; and the rise in these metals has, consequently, had a great effect on this mineral. Its latest application, which is of recent date, is the crystallisation of beet-root sugar—the demand for which purpose is daily increasing. The shares have been done in the market as high as ¾ prem.

Monday has been appointed setting-day for the shares of the Australian Mutual Gold Mining Company, and the Jamaica Copper Mining Company, but neither of these adventures is to be officially marked. The dealings in the Jamaica Copper Company have been standing over for settlement for a period of eight or nine months. In the case of the Australian Mutual Company, it is notified that no shares are to be bought in against the sellers without special permission from the committee.

The prospectus of the City Railway Terminus Company, with which Mr. Charles Pearson has identified himself, has at length been issued. It appears, however, that as the Great Northern is the only company that has as yet expressed its intention to join the Central Terminus, and there not being time to negotiate with the other companies, it has been deemed expedient to limit the application to Parliament in the present session to the northern portion of the plan, leaving the terminal arrangements for the accommodation of the other companies, and the execution of the remainder of Mr. Pearson's project to a future session. The directors consequently state that the arrangements at present contemplated comprise the new street, 100 ft. in width, in continuation of Farringdon-street to Battle-bridge, with the general improvement of the side streets, and the trunk railway from Holborn-bridge to King's-cross and the Great Northern Railway. For these works 600,000l. is required.

There has again been a very animated business in the gold mining share market this week, and in several instances the appearance of strong buyers has caused a further improvement in prices. There has been an occasional trifling reaction, as was naturally to be expected after so marked an advance; but, on the whole, the market continues still to wear a decidedly improving appearance. The inquiries have been chiefly for South Coast, Colonial Gold, Port Philip, West Macrissos, and British Australian, which last have improved from the advices received, and the fact that the company is buying gold, having received a remittance of 500,000 srs. per Roman Emperor. Yuba River is likewise firmer, and a considerable rise is anticipated to take place in this description of stock; and, indeed, to judge from the present prevalent feeling among the public, it is believed that before long this property, for such a length of time unduly depreciated, will attain a great advance on existing values. This feeling, it is to be noted, even extends to those descriptions which have hitherto failed in obtaining any sensible amount of public confidence. This may be in some measure owing to the fact that the Colonial Government, observing the difficulties of enforcing the laws, have determined to give every aid, and complete arrangements for facilitating and assisting the operations of companies established in England, or associated bodies in the colony. The despatches received by the Colonial Gold Company from Mr. Spence, enclosing a bill of lading for 2679 ozs., stating the existence of quartz veins, and the application for possession of a decomposed quartz, a portion of which, on assay, yielded from 50l. to 60l. worth of gold per ton, have been received with great satisfaction; and the shares of this undertaking were done during the week as high as 3½ prem. and closed at 2½ prem. British Australian Gold, previously at a discount, are now ¾ to ½ prem.; and if some of the directions were not in the habit of forcing sales whenever premiums are declared, there is no doubt these adventures would be materially benefited, and less liable to the fluctuations which we have had so often occasion to notice during the past six months. The Ave Maria Company have prepared a report to their shareholders, which will be issued in the course of the ensuing week; it is anticipated that the information contained therein will be of a satisfactory nature. The gold mines in the United States command a fair position in the market, and enquiries have been made for several of them. Waller, L'Almeida, and Liberty, being in demand. The Anglo-Australian are about to dispatch their machinery the end of this month. To-day the new-issued shares of the Anglo-Californian Company are to be paid up on the banker's. It may be remembered these were issued at ½ prem. among the old shareholders. The directors received 33,000 applications more than the number demanded, and some slight dissatisfaction on the part of those who could not obtain the number they required has, consequently, been expressed. The transactions on the Stock Exchange will be found elsewhere. The latest quotations are—Waller, ¾ to ½ prem. Garnett and Mosely, ¼ to ½ prem.; Anglo-Australian, ¼ to ½ prem.; Yuba River, ¾ to ½ prem.; L'Almeida, ¾ to ½ prem.; South Cork Mining Company, ¾ to ½ prem.

The National Patent Steam Fuel Company has been ordered by the Committee of the Stock Exchange to be placed in the Official Daily List. The last quotation of the value of the shares realised ¾ prem. This company was one of the first which came under the operation of the new rule, and was ordered not to be marked; but upon an appeal, the committee felt themselves justified by the circumstances of the case in rescinding its former resolution.

The last sales of miscellaneous shares are thus reported in the official list:—Bank of Australia, 79½ to 80; British North America, ¾; English, Scottish, and Australian Bank, 3; London Chartered Bank of Australia, 3½ to 4; Union Bank of Australia, 6½ to 6¾; Oriental Bank Corporation, 38½ to 39; Royal Australian Banking and Gold Importing (1½ paid), 1½; Bank of Asia, ¼ to ½ prem.; Bank of India, Australia, and China, 1½ to 1¾ prem.; Union Bank of London, 18½; Commercial Bank of London, 30; generally the new banks were flatter yesterday, English, Scottish, and Australian, for instance, being quoted ¾ to ½ prem. General Screw Steam Shipping, 53, 52½ ex new; North of Europe Steam (2½ paid), 2½; Peninsular and Oriental Steam, 90; Royal Mail Steam, 79½; Magdalena Steam, par to ¼ prem. Tyne-mouth Dock, par to ¼ prem.; Beuzee and Grimsby Railway shares closed ¾ to 1 prem.; Royal Swedish Railway, ¼ to ½ prem.; Central Italian Railway, ¼ to ½ prem.; Hamilton and Toronto Railway, ¼ to ½ prem.; Danish Zealand Railway, 1½ to 1¾ prem.; Lake Constance and Basle Railway, ¼ to ½ prem.; Luca and Pistoia Railway (which is now officially marked), ¼ to ½ prem.; Orleans and Epervan Railway, ¼ to ½ prem.; Staines and Woking Railway, ¼ to ½ prem.; Great Western and City Junction Railway, ¼ to ½ prem. Electric Telegraph of Ireland, 1¼; Chiriqui Road, ¼ to ½ prem. Crystal Palace, 4½; South Australian Land, 4½; Van Diemen's Land, 7½.

From New York, we learn that the steamer, *California*, left San Francisco on the 1st inst., with 2,643,837 in gold dust, the largest shipment ever made.

HULL, THURSDAY.—Our correspondents (Messrs. T. W. Flint and Co.) state that there has been quite an improved demand for English mining shares during the week, especially for the shares of the less advanced or non-dividend paying descriptions. East Gunnis Lake, Halamanning, West Ding Dong, West Wheal Abraham, and Trebarvah are in request, and would find ready buyers. Wellingtons have also improved—having been done at 7½ and 7¾. Rather more enquiry for Alfred Consols. Leland Consols are offered without finding buyers. In gold mining shares, there has been a considerable business in Agua Fria, Great Gossau, and Caracra Creek, among Californian enterprises, and Colonial British Australian, and Port Philip, among Australian descriptions.

BLACK TIN.

Sold on the 17th November.

Mines.	Tons c. q. lbs.	Price.	Amount.	Purchasers.
Lewis	10 19 2 23	£58 2 6	£588 10 4	Union Co.
ditto	1 10 1 2	32 7 6	80 3 4	ditto.

(In addition to the 4 tons noticed in last week's Journal.)

Sold on the 2d and 4th December.

Mines.	Tons c. q. lbs.	Price.	Amount.	Purchasers.
Porkellis United	8 12 0 6	£57 5 0	£492 10 0	Williams.
ditto	3 10 0 12	57 10 0	227 8 0	ditto.
ditto	1 12 0 17	40 10 0	63 2 0	ditto.

Sold on the 3d December.

Mines.	Tons c. q. lbs.	Price.	Amount.	Purchasers.
Georgia Consols	3 14 2 12	£50 10 0	£225 13 6	Bolitho.
ditto	0 10 3 1	29 0 0	15 12 0	ditto.
Boscan	1 17 1 21	61 10 0	115 12 0	—

Drake Walls

Mines.	Tons c. q. lbs.	Price.	Amount.	Purchasers.
ditto	12 0 0 0	62 12 6	751 10 0	Union Co.
ditto	3 10 0 12	66 0 0	231 0 0	ditto.
ditto	10 0 0 0	66 0 0	231 0 0	—

(The above includes 30s. per ton carriage.)

West Wheal Towan

Mines.	Tons c. q. lbs.	Price.	Amount.	Purchasers.
ditto	2 0 0 0	£62 0 0	£124 0 0	Daubas.
Chyprase Consols	2 18 3 11	39 5 0	174 6 7	Williams.
ditto	0 5 0 15	32 0 0	16 11 0	ditto.

LEAD ORES.

Ticketing at the White Horse Hotel, Holywell, Dec. 9.

Mines.	Tons.	Price per ton.	Purchasers.
Messyrryddu	70	£14 15 6	J. P. Eytton.
Coetia Lly	30	15 0 0	ditto
Deep Level	25	13 16 0	Newton, Keates, & Co.
Talacre	26	14 19 0	ditto
Merilyn	10	15 2 6	Walker, Parker, & Co.
Holywell Level	25	15 12 0	ditto
Plantation	1	15 12 0	ditto
ditto	1	16 10 0	ditto
Shallee	29½	18 5 6	Newton, Keates, & Co.
Gurnadynne	16	15 0 6	J. P. Eytton.
Rhoswydol and Bacheiddon	31	13 13 6	ditto
Bwlch Gwyn	5	14 5 6	Newton, Keates, & Co.

Sold on the Mine.

Mines.	Tons.	Price per ton.	Purchasers.
East Logylas	55	£13 17 6	Newton, Keates, & Co.
ditto	54	13 17 6	ditto
Frongoch	90	13 15 0	ditto
Cefn Brynno	40	13 15 0	ditto
Bwlch Consols	45	15 8 6	Sims, Williams, & Co.
East Wheal Rase	48	16 0 0	Michell and Son.
ditto	20	15 13 6	ditto
ditto	18	16 1 0	Sims, Williams, & Co.
ditto	7	14 4 6	Michell and Son.

COPPER ORES.

Sampled November 17, and sold at Swansea, 7th December.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cuba	105	17½	£17 8 6	Cobre	86	15½	£15 16 6
ditto	95	17½	17 10 6	ditto	73	15½	16 1 0
ditto	90	17½	17 8 6	ditto	55	22½	23 10 6
ditto	74	17½	17 10 6	ditto	36	22½	22 2 6
ditto	44	22½	22 13 0	ditto	2	82	86 10 6
ditto	36	22½	23 1 6	French	43	5½	5 2 0
ditto	1	10	9 16 0	ditto	5	12½	12 0 0
Kapunda	58	26½	27 10 6	ditto	2	17½	17 10 0
ditto	57	27½	27 6 6	ditto	11	6½	5 18 0
ditto	38	26½	26 8 6	Bermeo	28	8½	8 10 0
ditto	37	25½	25 6 6	ditto	22	8½	With-
ditto	24	45½	47 19 0	ditto	5	8½	drawn.
ditto	22	60½	61 5 6	Norway	40	3½	2 15 0
ditto	21	60½	62 0 0	ditto	—	24½	Withdrawn
ditto	3	52½	54 0 0	Molland	35	6½	6 6 6

TOTAL PRODUCE.

Cuba	445	£3194 17 0	French	62	£397 14
Kapunda	300	10076 9 0	Norway	40	110 0
Cobre	252</				

prevent the accumulation of fire-damp, or carbonic acid, in particular places. Under these circumstances, the wonder—if such there be—is not that from 700 to 800, or 1000, lives are lost annually under such circumstances, but that the number should not be very much larger than it is; and we do not think the comparison is so much out of place as some would lead us to believe, when we call attention to the system adopted in our Cornish and other metalliferous mines as relates to the sinking of shafts. It will be borne in mind that here the men have no exhalation of carbonated hydrogen to contend with, and rarely any carbonic acid, or other noxious gas, except that produced from their own lungs and candles; and yet it is considered in most cases not only expedient, but absolutely necessary, to sink shafts at every 60 or 100 fms., if the ground is easy; and the very outside limit is 200 fms., even when the strata are hard and expensive. Now, three miles is 2640 fms., or more than 13 times the distance considered safe in Cornwall and Devon; and it would be curious and somewhat interesting to know on what grounds such practice can be defended in the north. We are aware that the subject of sinking more shafts is one which owners and managers approach with much caution and dislike; and we are also fully aware that, under many circumstances, and where the coal lies at great depths, large expenses must be incurred in reaching it; but there is another view of the case, and one which is really worthy of serious consideration. In all cases, where a seam has been won, a certain amount of experience is gained, which may be rendered most valuable available in the economic operation of sinking other shafts. The dip of the vein is known, and, consequently, the depth may be calculated to a few feet. The nature of the various strata is generally tolerably well understood; and the principal difficulty which may have to be contended with is any large eruption of water, requiring extensive and costly tubbing. Still the question is worthy of the deepest attention—whether the opening of supplementary shafts, each commanding a certain extent of working area, well supplied with air, and kept in a safe and healthy state, would not in the long run be more economical than those dangerously extensive roads, to ventilate which, in the slightest degree, many expensive details of operation are obliged to be resorted to; notwithstanding which, without a moment's notice, a terrific explosion occurs, destroying scores of human beings, and at once sweeping property to an amount which would have paid the cost of sinking another shaft. It does indeed appear next to useless to adopt measures to throw more air into a mine if we keep doubling and trebling the area through which its vitality is to circulate; and instead of involving ourselves in a labyrinth of theories, it will be wiser and better to ascertain by every practical means the most economical and surest method of obtaining fresh openings, at least for the admission of air, if not for drawing, apparently the only means of rendering an extensive colliery safe, or fit, for human beings to labour in.

The subject of establishing greater facilities for a thorough and periodical inspection of collieries, and thus securing, in an increased degree, the means of preserving the health and lives of the miners, is still largely exciting the attention of the population in Northumberland and Durham, Lancashire and the midland coal-producing counties. Since the meeting of Parliament they have been exerting themselves to bring before the House of Commons and the Government the necessity of further protection for their safety, the details of which are set forth in petitions, of which we gave the Lancashire one entire in the *Mining Journal* of the 20th Nov. last. That from the North (which we have received from Mr. MARTIN JUDS, secretary of the Miners' Society) is to the same effect, but somewhat differently worded; they attribute the awful and continuous loss of life to incompetent management in numerous instances, and the want of due regard to those principles of safety which science has called into existence, and upon which the health and life of the workman depended; that they have not received the advantages which were anticipated to be derived from the humane intentions of the Legislature in passing the "Mines Inspection Bill." They, therefore, pray for an amendment of the bill, and that an enactment be passed establishing a board of control, or supervision; increasing the number of inspectors, and appointing sub-inspectors; that power be given to the former to stop, or order the suspension of, those works considered dangerous, until such danger be removed, with such other measures as may be considered necessary. They also request that all officers and managers of mines should be examined as to their fitness for such appointments; that a special coroner be appointed for holding inquests in cases of fatal mine accidents; and that power be given to enforce penalties where proof of negligence is given.

A series of resolutions were passed to the effect, that the petition having been adopted, E. S. CAYLEY, Esq., M.P., be requested to present the same to the House of Commons that the thanks of the operatives generally are due to the Select Committee, who sat last year to inquire into the causes of colliery explosions, for the promptness which characterised their proceedings, and their just appreciation of the necessary means to insure greater safety; that the miners are deeply indebted to GOLDSWORTHY GURNEY, Esq., JAMES MATHER, Esq., Prof. HANN, and other gentlemen, for the very valuable services rendered in the cause of humanity; and that the colliers should persevere in memorialising the Legislature and Government until a sufficiently stringent and effective law is passed. It thus appears that the colliers in the various districts of the kingdom are imbued with a similarity of feeling on the subject, and that their exertions are engaged on one object and to one common end.

GREAT WHEEL FOR UNITED MINES.

Although so much public attention has recently been engrossed by the extraordinary accounts from abroad, the importance of which we fully recognise, we still think it would policy not to lose sight of advantageous home investments, which are more immediately under our eye. It is with this object we call attention to an undertaking which has just been placed before the public, having for its object the re-working of a very extensive but compact run of mines in the parish of Breage, near Helston, Cornwall—the Great Wheel For United Mines; and which in former years, and under many disadvantages, obtained a world-wide reputation, as comprising the most profitable tin ground in that county. It has afforded us satisfaction to observe that the company propose to carry out their object and open the ground in such a manner as to insure a continuous and handsome profit, by providing not only a simple capital, but laying aside a large sum for contingencies, not contemplated, though guarded against, and a very large amount of money as working capital. This is a feature in the undertaking which must, in our opinion, inspire confidence; while in the high respectability, the long and successful experience in mining affairs, and the business-like habits of several of the directors, we have every guarantee that the affairs of the company will be administered with the strictest regard to economy, consistent with efficiency, and conducted throughout on legitimate principles.

The prospective value and present importance of the mines is not unfavourably illustrated by the confidence with which the grantees postpone the receipt of the bulk of their consideration until large dividends shall have been received by the shareholders. From the reports of the tollers, of the Rev. Canon Rogers, and agents engaged in the former workings, as well as of all the respectable old miners who worked there, we doubt not that their confidence will be justified by the event.

All these parties seem to agree that in the deepest level of the old, or main lode, namely, 220 fms. perpendicular (or 294 fms. on the underlay) there is now unexcavated a mass of tin ore, of rich quality, 150 fms. long, by 12 feet broad. If this be true we see no reason to doubt it, the adventurers may look forward to seeing their proposed capital returned, from this source alone, with a considerable interest. There are several valuable Side Lodes running parallel to and adjoining the main lode of Old Wheel For, to which ready access may be obtained by the different levels already existing on that lode, and which have been excavated at a cost of many hundreds of thousands sterling; and for the purpose of cross-cutting to intersect these side lodes, will be of a far greater present value than the consideration stipulated for in the prospectus. We learn that one of these lodes was cut into in two places, for 4 ft., without finding the wall; this should, therefore, be looked to by the adventurers as a source from whence they should expect large profits.

To expatiate on the different advantages of the other ground included in the sets, and proved to be of great value, but unexcavated of its contents, would exceed the limits of our present notice. We will only add that the water throughout the whole property, which in this district comes from the surface and seldom varies, can be thoroughly drained to 100 fathoms deeper than the lowest level (220 fathoms perpendicular), in either of the mines, and that by means of the shafts as they at present exist; this the first engineers in Cornwall will readily contract to do, thus enabling the whole run to be worked to a great depth by one outlay only on this head; and here we may observe, that there are mines now working to a profit in Cornwall at something like 100 fathoms below the deepest level here. As the works proceed a vast quantity of tribute ground must necessarily be laid open, with proportionate profits to the shareholders.

It appears to us to be an investment offering so many advantages to all parties concerned, and from its magnitude and general character, will contribute so considerably to the encouragement of legitimate mining, and to the efforts now making to render interests in mines more readily transferable than railway stock, that we are convinced the company will bear with them the good wishes of the mining community; and we cannot forbear from adding the God speed to which we consider them fairly entitled.

Considerable progress has already been made with the building for the Great Industrial Exhibition of 1853, in Dublin. All the columns and galleries of one great lateral hall have been raised to their places, and those of the other corresponding hall are nearly completed; so that after a few days nothing will remain to be done of the external work except that of the great central hall, of which the works of the lateral ones form a part. Two of the smaller semi-circular ribs of the roof were raised on Monday; they cover in a space 50 ft. wide, and weigh each of them 30 cwt., and the great wooden ribs of the central hall will span a width of 100 ft. The work has not been interrupted by a single accident or failure, and is carried on with the utmost diligence by all parties concerned. That excellent nobleman, Lord Cloncurry, when applied to, at once announced that he placed the whole of his valuable collection of paintings and sculpture at the committee's disposal, to be placed in the Exhibition.

NOTICE.—TO MERCHANTS, MINERS, and all OTHERS interested in the PRODUCTION OF GOLD OR SILVER, either in Australia, California, North and South America, Great Britain, or any other part of the world.—I beg to announce, that I am at all times a PURCHASER of GOLD, in gossan, quartz, or other matrix, which contains 5 per cent. of gold or upwards; and of SILVER, no matter in what matrix, which yields 15 per cent. of silver or upwards. My operation is exclusive, as my process avoids altogether the expense of crushing and other preparation, and, consequently, it is of vast importance to all mining undertakings, but more particularly to those who have to pay exorbitantly for labour.

COBALT AND NICKEL.—ALFRED SENIOR MERRY, REFINER AND PURCHASER OF COBALT AND NICKEL ORES, AND ASSAYER IN GENERAL.—Address, LEE CRESCENT, BIRMINGHAM.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—REFINED METALLIC NICKEL. OXIDE OF COBALT. WIRE, &c. REFINED METALLIC BISMUTH. GERMAN SILVER—IN INGOTS, SHEET, NICKEL AND COBALT ORES PURCHASED.

THOMAS SPENCER, VULCAN IRON WORKS, WEST BROMWICH, STAFFORDSHIRE, MANUFACTURER OF ALL KINDS OF RAILWAY WHEELS AND AXLES, AND EVERY DESCRIPTION OF HAMMERED IRON. SOLE MANUFACTURER OF CHAMBERS'S PATENT WROUGHT-IRON RAILWAY WHEELS.

PATENT GALVANIZED IRON-WORKS, SHADWELL STREET, BIRMINGHAM.—IRON WIRE, SHEETS, TUBING, and every description of WROUGHT AND CAST-IRON WORK GALVANIZED by most experienced hands. Prices forwarded on application.—William Phillips and Co., Proprietors. N.B. The above process effectually preserves from rust.

MR. THOMAS WALTERS, ANTHRACITE PIG-IRON MANUFACTURER; PROPRIETOR OF ANTHRACITE COAL, for melting and marine steam-engine purposes; and CULMS, for limestone and chalk burning. SUPERIOR MINING COALS. SWANSEA, Dec. 11, 1852.

MESSRS. JOHNSON AND MATTHEY beg to inform MERCHANTS and IMPORTERS OF ORES that they have taken the SUFFERANCE WHARF and WAREHOUSES at MILLWALL, known as "MELLISH'S SUFFERANCE WHARF," extending from the RIVER THAMES to the FERRY-ROAD, and erected STEAM-ENGINE and MACHINERY for CRUSHING AND GRINDING GOLD QUARTZ, SILVER, LEAD, and OTHER ORES, and having such properly mixed and sampled for sale; they are also erecting FURNACES and APPARATUS for the PRODUCTION OF ORES OF CERTAIN CLASSES, on much improved principles. The management will be under a gentleman who has had very great experience, who will reside on the premises, and act under the immediate supervision of Messrs. Johnson and Matthey. The ore floors and warehouses are well secured, and only those persons engaged in the operations who are well qualified, and of known respectability of character.

The want of such an establishment for the Port of London has been long felt, and Messrs. Johnson and Matthey feel confident of giving satisfaction to those who confide in their care.—Office, 79, Hatton-garden, London, July 28, 1852.

MINE INVESTMENTS.—A FEW SHARES in some of the most promising and valuable of the progressive MINES in CORNWALL and DEVON are at present to be DISPOSED OF, on advantageous terms. These mines are in full operation, and the underground works far advanced; while the machinery and surface erections being completed, purchasers have now the great advantage of coming in after these more tedious operations are concluded, and when the whole force and expenses are confined to explorations which will most probably yield valuable results, and which, indeed, are daily expected to lay open rich discoveries. Shares in the mines alluded to can at present be purchased at much below the real value, and in some cases even considerably under the amount paid on them. Copies of the most recent statements of accounts and reports, along with the fullest information that may be required, may be obtained on application to Mr. J. H. MURCHISON, 38, Threadneedle-street, London, to whom also application for the shares are to be addressed.

MR. LELAND TRANSACTS, for principals, BUSINESS in HOME and FOREIGN MINES, including Australian, Californian, North and South American, Imperial Brazilian, Cocos, Culaba, Linares, &c. Also, BUYS and SELLS every description of RAILWAY, BANKING, INSURANCE, GAS, WATER, and STEAM COMPANIES' SHARES, BONDS, and DEBENTURES. Mr. LELAND would particularly recommend to the notice of capitalists the AUSTRALIAN GOLD SHARES; and having peculiar sources to obtain certain information of the present state and future prospects of some of the best companies, he is in a position to point out those he considers most promising at the present time. Parties wishing to secure INVESTMENTS, ranging from 5 to 20 per cent., can have the ADVICE of a gentleman upwards of 20 years a writer on and connected with the Money Market. Price lists and information, through the medium of the post, to parties resident in country.—76, King William-street, City.

MR. J. R. PIKE returns thanks to his numerous friends for the liberal support he received during his long residence in Cornwall, as a Mine Broker, and begs to INFORM them, for the greater facility of PURCHASING and SELLING MINING SHARES, he has finally arranged to RESIDE IN LONDON; and from the knowledge he possesses of most of the mines, he is in a position to ADVISE CAPITALISTS as to the merits of the many speculations in the county, therefore hopes to receive a share of their kind support. South Sea Chambers, Threadneedle-street, Nov. 19, 1852.

MR. GEORGE CARNE, DEALER IN STOCKS AND SHARES 28, THREADNEEDLE-STREET, LONDON.

MR. GEORGE EDWARD FENTON, MINING SHARE BROKER No. 5, ADAM'S COURT, OLD BROAD STREET, LONDON.

CROKER BROTHERS, STOCK AND SHAREBROKERS PLYMOUTH.

MR. E. COOKE, MINE SHARE BROKER No. 2, FRANKFORT-STREET, PLYMOUTH.

MR. CHARLES POWELL, MINING SHARE BROKER No. 35, UNION STREET, STONEHOUSE, DEVON.—MR. C. POWELL OFFERS HIS SERVICES to the Public for the PURCHASE or SALE of MINING SHARES on the usual terms of commission.

LIST OF SHARES FOR SALE.

Wheel Golden, Perrazabuloe, Cornwall.
Bainoon Consols, Uly Lant, Cornwall.
Caradon Wood, Linkinghorne, Cornwall.
Hawkmoor, Calstock, Cornwall.
Boringdon Consols, Plymouth, Devon.
Wheel Sidney, Plymouth, Devon.
Devon and Courtenay, Tavistock, Devon.
North Tamar, Tavistock, Devon.
Gawton United, Tavistock, Devon.
Tavy Consols, Tavistock, Devon.
East Wheel Russell, Tavistock, Devon.
Wheel Russell, Tavistock, Devon.
New East Crowndale, Tavistock, Devon.
Devon Kapunda, South Sydenham, Tavistock, Devon.

Sourton Consols, Sourton, Devon.
Wheel Sarah, Sourton, Devon.
West Wheel Edward, Calstock, Cornwall.
Wheel Langford, Callington, Cornwall.
Bell and Lanarth, Gwennap, Cornwall.
Old Wheel Robert, Sampford Spiney, Tavistock, Devon.
Stoke Cilmaland Consols, Stoke Cilmaland, Cornwall.
Stoke Cilmaland Consols West, Stoke Cilmaland, Cornwall.
Gonamena, St. Cleer, Cornwall.
Exmoor Eliza, near S. Molton, Somerset.
Molland, near South Molton, Somerset.
December 11, 1852.

MR. THOMAS BROWN, MINE SHARE BROKER, RIDGWAY, PLYMOUTH, DEVON, has SHARES FOR SALE in Devon Mines of great promise, now in full operation, including Yeoland Consols, Bottle Hill, Boringdon Consols, Wheel Sidney, Tavy Consols, Devon and Courtenay, Gawton United, Exmoor, &c. N.B. All reports may be obtained on application to Mr. Thos. Brown, at his office.

MESSRS. MOLYNEUX AND CO., 114, BISHOPSGATE-STREET WITHIN, opposite CROSSBY HALL CHAMBERS, and 10, BUCKINGHAM-STREET, ADELPHI.—Offices of the Wheel Fortune (South Tawton), Great Wheel Tonkin (Callington), Wheel Henry (Paul, Cornwall), Fursdon Manor Mine (South Tawton, Devon), &c.

MINING RECORD OFFICE, 26, AUSTINFRIARS, LONDON.—MR. MANUEL'S OFFICES are expressly for the USE of COMMITTEES and COMPANIES conducting their BUSINESS in LONDON, and entirely free from share dealing. MR. MANUEL will be happy to CONDUCT THE LONDON AGENCY of any MINES now at work, or about to be worked, he having spacious and convenient OFFICES for that PURPOSE.—Terms on which the business is conducted to be on application, either by letter or in person. Sixteen years' experience will enable Mr. Manuel to give suitable advice on all occasions.—Office of the West Wheel Rose, West Callington, Bussarvo, Galit-y-Maen, Great Cricin Consols, Union Tin, &c.

MINING INVESTMENT.—T. FULLER AND CO., 51, THREADNEEDLE-STREET, LONDON, beg respectfully to inform the public that they are at all times in a position to BUY and SELL in all DIVIDEND-PAYING MINES, both BRITISH and FOREIGN, most of which will pay from 15 to 25 per cent. upon present purchase, and have on hand shares in several mines of great promise, upon full operation, reports and particulars of which may be obtained upon application, either personally or by letter, several of which are approaching to a dividend state. The large amount of capital invested in mining, and the great want of facility for conducting the SALE and TRANSFER of this description of stock, has induced us, at the suggestion of many friends, to devote our attention exclusively to MINING AFFAIRS, both Home and Foreign. There can be no doubt that mining, if conducted on sound and legitimate principles, affords to the capitalist a safe and profitable source of investment; and as we are daily in communication and correspondence with men of high scientific and practical experience, we have the means of obtaining the most correct information, as to the POSITION and FUTURE PROSPECTS, of the greater part of the MINES in DEVON, CORNWALL, and WALES; we, therefore, tender our SERVICES in transacting any BUSINESS, or obtaining any INFORMATION, connected with MINING, and any orders confided to our care will receive the best attention of—
THOMAS FULLER and Co.

MESSRS. TREDINNICK AND CO., AUCTIONEERS, STOCK and SHAREBROKERS, and DEALERS in MINING and OTHER PROPERTY, 6, HAYMARKET, and 12, ST. MICHAEL'S-ALLEY, CORNHILL, LONDON; and Mr. JOSEPH TREDINNICK, Stock and Sharebroker, Mine Inspector, and Machinist, HAYLE, CORNWALL.—Mines pay from 12½ to 15 per cent. per annum; and Messrs. TREDINNICK and Co. are at all times in a position to BUY and SELL in all DIVIDEND and promising MINES. The Weekly List of Prices, and Circular of Mining Information, to be had upon application, of Messrs. Tredinnick.

BIDEFORD ANTHRACITE MINING COMPANY.

UNDER THE COST-BOOK SYSTEM. In 4000 shares, of £3 each.

DIRECTORS.
JOHN GOODMAN MAXWELL, Esq., Bideford—CHAIRMAN.
THOMAS LAURENCE PRIDHAM, Esq., Bideford.
GEORGE BRAGINTON, Esq., banker, Mayor of Torrington.
WILLIAM THORNE, Esq., Barnstaple.
EDWARD THOMAS FERNANDEZ, Esq., Instow, Bideford.
FURBER—Mr. Edward Dingle, merchant, Bideford.
BANKERS—Messrs. Harding, Braginton, & Co., Bideford.
SECRETARY—Mr. Philip Beer, Bideford.

BROKER.—Mr. J. J. Reynolds, 23, Threadneedle-street, London.
OFFICES.—BARNSTABLE STREET (EAST SIDE WATER), BIDEFORD.

THIS MINE is situated in BIDEFORD, in the county of DEVON; it produces ANTHRACITE COAL and CULM of very superior quality. The celebrated Bideford Mineral Paint, used upwards of 30 years in the dock-yards of England, for the supply of which the Directors have a contract with the Lords of the Admiralty. Traces of PLUMBAGO have been recently discovered.

This Company is in possession of the fee of several dwelling-houses, malthouses, extensive warehouses, and gardens; also wharves and quays adjoining the Bideford River, 158 feet wide, 20 feet deep, to which the steamer to that port resorts, paying rent and quay dues to the Company. The area of the property held in fee extends 24 fms. north and south, and 89 fms. east and west, under which the lodes of coal, culm, and paint run. An engine, with two boilers, is erected thereon, having ample power to sink the mine 20 fathoms deeper, as also houses and machinery for grinding mineral paint, and making compressed fuel, of the smallest culm, for burning in common grates. The main engine and hauling shaft is sunk on this property, and the whole produce of the mine is hauled by a water balance, so arranged that it is only shovelled once—viz., from the levels and stopes as it is dug, conveyed by tram wagons to the company's wharves, and tipped into shutes, from which a vessel of 50 tons can be loaded in a few minutes.

In addition to this property, the company have a set of the adjoining lands through which the lodes pass about ¼ of a mile, at 1-12th dues. The deepest level is only 20 fms. below the adit level, and has been driven 320 fms. on the course of the lode of coal and culm, varying from 1 ft. to 25 ft. in thickness. The paint lode is parallel to this; and a few fathoms distant, and to the north of the main lode is another of coal and culm. The 20 fm. level has been much more productive than the 16, which has been driven about 180 fm.; and there is no doubt the lodes will be found still more productive at a greater depth.

This company has hitherto been divided into 64 shares only, held by a few adventurers, who have expended a large sum in plant, machinery, &c.; but as the North Devon Railway is near completion, and will be extended to within a few yards of this company's wharves at Bideford before the end of the next year, when the demand for its coal and culm will be greatly increased—it having been proved before the Committee of the House of Commons, on passing the Railway Bill, that by its means all the lime-burners on the south coast of Devon will be supplied with culm from this mine, better adapted for burning English limestone than the Welsh culm they now use at less than two-thirds the price they now pay. The shareholders have resolved to divide the company into 4000 shares, to allow of a more extensive distribution, and to commence at once sinking the shaft to deeper levels, and open as much ground as possible, to prepare for the extended demand that must arise when the railway communication has been established. It is, therefore, proposed, in order to meet such increased demand, to issue 1000 shares to the public, at 31. each, which with the capital and plant, and machinery already on hand, and now employed in working the mine, will be ample for all the purposes required, and lead to highly remunerative results.

When the extraordinary thickness of these lodes is considered, and that in the company's land and the set they extend nearly a mile in length, there remains no doubt that, however extensive the demand may be, this mine will produce an ample supply for many years to come.

TESTIMONIAL OF THE BIDEFORD MINERAL PAINT.

Chatham Yard, Aug. 12, 1850.
This is to certify, that the mineral black paint, which has been in general use in her Majesty's service since 1812, is an article in my opinion superior to any heretofore in use, and which, after 30 years' experience, I can speak of in terms of commendation. Its superiority is observable in the preservation of wood, iron, or canvas; it covers the work well, dries quick, and hard, is more durable, does not blister like other blacks, and has a body inferior only to white lead.

Attested—R. Dundas.

CERTIFICATES OF THE UTILITY OF THE BIDEFORD ANTHRACITE COAL, OR CULM, FROM LIMEBURNERS.

South Tawton, Devon, Sept. 15, 1850.
We, the undersigned, having burnt lime with the Bideford Culm for the last two years, can confidently state it does its work well, and with great economy to our employer. The quality of the culm has greatly improved during the last year, since the mine has been worked by the present company. We have used nothing but the Bideford Culm this year.—WILLIAM HOLLOWAY, JAMES MALLETT, limeburners for H. A. Hoare, Esq., South Tawton.

I hereby certify that I have been in the habit of burning the Bideford Culm for the last 12 months, and consider it burns the English limestone much better than the Welsh Culm does, and with considerable profit to me.—W. GOMAN, Limeburner, Bickington Kilns, near Barnstaple.

I have been in the habit of burning the Bideford Culm for 30 years, and I consider that if the culm be properly managed in the kilns, that it will do the work quite equal to the Welsh Culm. I consider the chief fault with limeburners generally who have used the Bideford Culm, has been in putting too much culm into their kilns at a time. My opinion is, also, that the kilns should be kept constantly moving, and not to be stopped at all, as proof of what I say, in one kiln which holds about 225 bushels, I turned out 108 bushels in one week. My books are open for any person to see the truth of my statement.—RICHARD LAKE.

I, the undersigned, have examined Mr. Lake's books, and find the quantity of lime stated by him to have been put out of one kiln in one week, to be correct.—F. BAKER, Accountant.

I, the undersigned, limeburner for Mr. W. Turner, Bideford, burn in my master's kilns about 23,000 bushels of lime during last year, and used chiefly the Bideford Culm with the Welsh limestone, and found it answer remarkably well.—JOHN RICHARDS.

We, the undersigned, limeburners for G. Braginton, Esq., of Great Torrington, Devon, having burnt the Welsh limestone with the Bideford Culm, find it answer remarkably well.—JOHN SMALE, JAMES SMALE.

SMELTING PURPOSES.

Combustion Smelting Works, Jan. 10, 1851.
SIR,—As you have requested my opinion on the utility and value of your Anthracite Culm for smelting-works, I have pleasure in stating that having had a cargo of the small for these works some time since, I used it in the revolving furnace for reviving litharge, without a mixture of coals, and find it superior to any other coal or culm I ever saw, and the produce of lead from the furnace by its use, was more productive than from any other fuel I have ever used. I have also used it for fluxing ore, and in the calciner's furnace mixed with common Welsh coal, which answers the purpose very satisfactorily.—CORNELIUS BAWDEN, Agent to the North Devon Smelting Company, Combustion.—To J. G. Maxwell, Esq.

CAPT. R. MORCOM'S REPORT. Bideford, Oct. 15, 1852.
GENTLEMEN,—Having been requested to inspect the Bideford Anthracite Mine by you, I commenced my inspection yesterday, and find your set to be about 620 fms. in length on the run of the lodes, and about 200 fms. in breadth; it contains two culm lodes, which are parallel, and about 23 fms. apart, and one paint lode, about 12 fms. south of the culm lode, producing mineral black paint, of which great abundance exists. On proceeding underground I found that the engine-shaft has been sunk to the depth of 30 fms. under the adit level, and a level driven 20 fms. west and 150 fms. east, at the depth of 10 fms. under the adit, these levels have gone through a formation of culm throughout, and have been productive. At the 30 fm. level I find that you have driven 21 fms. west and 290 fms. east; this level has turned out more productive than the former, and most of the culm ground in being driven through has produced about 11 tons per fm. I consider that there is now standing in the backs, ready to be taken away, about 25,500 tons of culm. The lode which has gone down in the bottom of the 30 fm. level is more promising than it has been in the upper levels; and judging from the enormous workings of the old mines at the surface throughout the set, and the large body of culm already discovered in the levels that have been opened, I am of opinion that you have got a large and profitable concern. I consider that the steam-engine which you have now at work on the mine will be sufficient to allow you to sink your present engine-shaft to the 40 fm. level, and to take out the culm to that depth.—RICHARD MORCOM.

Dec. 6, 1852.
Since the survey made by Capt. Morcom, on the 15th Oct. last, we have driven about 20 fms. east on the south branch in the 20 fm. level, and have cut a fine course of culm of very superior quality, which no doubt will prove to be a large lode, as in the course of a few feet it opened to from 4 ft. to 5 ft. in thickness, and is still opening. I should remark that the lode is cut to within 40 or 50 fms. of the old workings and workings which are manifest from the appearance of the surface, and leading directly to the old mine, leaving no doubt whatever in my mind that this lode will continue to the old mine, which of course must turn out many thousands tons of culm, in addition to the discoveries when the mine was surveyed by Capt. R. Morcom.—W. SKEWES.

Applications for shares to be made to Mr. Joseph James Reynolds, stockbroker, 23, Threadneedle-street, London, of whom prospectuses may be obtained.

APPLICATION FOR SHARES.

To the Directors of the Bideford Anthracite Mining Company.
GENTLEMEN,—I request you to allot me shares in the above company, or any less number, and I hereby agree to pay the sum of £3 per share when required, and to hold the same shares on the terms and conditions of the company's cost-book.

Date of Application Occupation
Name in full Reference
Residence

THE SOUTH DEVON HAYTOR GRANITE COMPANY.

Capital £25,000, in shares of £1 each.

CONDUCTED ON THE COST-BOOK PRINCIPLE.

COMMITTEE OF MANAGEMENT.
HENRY HOPPE, Esq., Barnstaple, Cornwall, London.
JAMES REID, Esq., 7, Gresham-street.
WILLIAM HENRY ROUGH, Esq., 4, New Bowtell-court, Lincoln's Inn.
JOHN SMITH, Esq., 2, Bow Churchyard.
WILLIAM STUART, Esq., 17, Gresham-street.
GEORGE STONE, Esq., 68, Lombard-street.
JAMES TRUSCOTT, Esq., 1, Three King-court, Lombard-street.
THOMAS CARLISLE, Esq., Victoria-terrace, Upton Park, Slough.

BANKERS.—Messrs. Martin, Stone, and Co., 68, Lombard-street, London; Messrs. Watts and Co., Newnham Abbott, Devon.

BROKER.—Mr. Edward Casanova, 39, Louthbury.

SECRETARY AND FURBER (IN LONDON).

James Bartlett Truscott, 1, Three King-court, Lombard-street.

This Company is formed for the purpose of working the HAYTOR QUARRIES, situate on Haytor Down, about seven miles from Newton Abbott, in SOUTH DEVON. The quarries, which comprise 10 of the largest in England, extend over 600 acres of land, out of which only 50 acres have been worked, are held under a lease from His Grace the Duke of Somerset, at the rent of £200 per annum, free from all royalty. Applications for prospectuses, with surveyor's report, and full particulars, to be made to Mr. Edward Casanova, No. 39, Louthbury; or at the offices of the Company, No. 1, Three King-court, Lombard-street.

MIZEN-HEAD COPPER MINING COMPANY, COUNTY OF CORK, IRELAND.—The COMMITTEE OF MANAGEMENT beg to announce to the shareholders, that the FIRST REPORT of their MINING CAPTAIN, CHARLES THOMAS, has been RECEIVED, PRINTED COPIES of which will be READY for the shareholders, at the offices of the Company, on and after TUESDAY NEXT, the 14th instant.

The following is an Extract from the Report:—"Active operations have been commenced for sinking, driving, and stopping on the different lodes already discovered; and although the results are so very unfavourable for surface work, I expect to send a cargo of ore to Swansea early in the spring."

Signed, J. C. CHATTERTON, Chairman.
63, Cornhill, Dec. 16, 1852.
W. S. LONG, Secretary.

MIZEN-HEAD COPPER MINING COMPANY.—The COMMITTEE OF MANAGEMENT are desirous of receiving TENDERS for the SUPPLY of a 36-in. cylinder ENGINE, 9 ft. stroke, with equal beam; also, with CRUSHER and WINDING APPARATUS attached. Tenders to be addressed to "The Chairman of the Committee of Management," and to be delivered at the Company's office on or before the 20th December instant. The Committee do not bind themselves to accept the lowest tender.

J. C. CHATTERTON, Chairman.
63, Cornhill, London.
W. S. LONG, Secretary.

CLERICAL, MEDICAL, AND GENERAL LIFE ASSURANCE SOCIETY.

EXTENSION OF LIMITS OF RESIDENCE.—The assured may reside in most parts of the world without extra charge, and in all parts by payment of a small extra premium.

MUTUAL SYSTEM WITHOUT THE RISK OF PARTNERSHIP.—The small share of profit divisible in future among the shareholders being now provided for, without trenching on the amount made by the regular business, the assured will hereafter derive all the benefits obtainable from a Mutual Office, with, at the same time, complete freedom from liability, secured by means of an ample proprietary capital—thus combining in the same office all the advantages of both systems.

The assurance fund already invested amounts to £250,000, and the income exceeds £135,000 per annum.

CREDIT SYSTEM.—On policies for the whole of life, one half of the annual premiums for the first five years may remain on credit, and may either continue as a debt on the policy, or may be paid off at any time.

LOANS.—Loans are advanced on policies which have been in existence five years and upwards, to the extent of nine-tenths of their value.

BONUSES.—FIVE BONUSES have been declared; at the last in January, 1852, the sum of £131,125 was added to the policies, producing a bonus varying with the different ages from 24½ to 55 per cent. on the premiums paid during the five years.

PARTICIPATION IN PROFITS.—Policies participate in the profits in proportion to the number and amount of the premiums paid between every division, so that if only one year's premium be paid prior to the books being closed for any division, the policy on which it was paid will obtain its due share. The books close for the next division on 30th June, 1853, therefore those who effect policies before the 30th June next will be entitled to one year's additional share of profits over later assurers.

APPLICATION OF BONUSES.—The next and future bonuses may be either received in cash, or applied at the option of the assured in any way.

NON-PARTICIPATING.—Assurances may be effected for a fixed sum at considerably reduced rates, and the premiums for term policies are lower than at most other safe offices.

PROMPT SETTLEMENT OF CLAIMS.—Claims paid 30 days after proof of death, and all policies are indisputable, except in cases of fraud.

INVALID LIVES may be assured at rates proportioned to the increased risk.

POLICIES are granted on the lives of persons in any station, and of every age, and for any sum on one life from £50 to £10,000.

PREMIUMS may be paid yearly, half yearly, or quarterly, but if a payment be omitted from any cause, the policy can be revived, within 14 months.

The accounts and balance sheets are at all times open to the inspection of the assured, or of persons desirous to assure.

A copy of the last report with a prospectus and form of proposal, can be obtained of any of the society's agents, or will be forwarded free by addressing a line to

GEORGE H. PINCKARD, Resident Secretary,
99, Great Russell-street, Bloomsbury, London.

THE EASTERN STEAM NAVIGATION COMPANY.

Incorporated by Royal Charter, 1851.
OFFICES.—1, ROYAL EXCHANGE BUILDINGS.
Capital £1,200,000 (with power to increase to £3,000,000), in shares of £20 each.

Further calls can only be made at intervals of three months, and not exceeding £2 10s. each, and 4 per cent. per annum will be allowed on calls until the vessels of the Company commence running.

COURT OF DIRECTORS.
HENRY THOMAS HOPE, Esq., of Piccadilly; and Deepdene, Surrey.—CHAIRMAN.
GEORGE THOMAS BRAINE, Esq., of Royal Exchange-buildings; and Hyde Park-terrace.—DEPUTY-CHAIRMAN.

THOMAS BAZLEY, Esq., Leadenhall-street.
Hon. F. H. BERKELEY, M.P., Victoria-square.
EDWARD LADD BETTS, Esq., Great George-street.
J. ST. GEORGE BURKE, Esq., Portchester-terrace.
R. J. R. CAMPBELL, Esq., Moorgate-street.
W. H. GOSCHEN, Esq., Austinians.
ROBERT MCALMONT, Esq., Philpot-lane.
P. W. S. MILES, Esq., Bristol.

RICHARD POTTER, Esq., Gloucester.
ALBERT ROBINSON, Esq., Whitehall-place.
J. E. STEPHENS, Esq., Southwick-crescent.
C. R. M. TALBOT, Esq., M.P. Cavendish-square.

ENGINEER.—I. K. Brunel, Esq. BANKERS.—Messrs. Glyn, Mills, and Co.
AUDITORS.—W. W. Cargill, Esq.; J. E. Coleman, Esq.

SOLICITORS.—Messrs. J. C. and H. Freshfield. SECRETARY.—John Yates, Esq.

The Eastern Steam Navigation Company was originally formed for the purpose of establishing a second line of steam communication by the overland route, for the conveyance of mails, &c., between England, India, and China, with a branch to Australia. The necessary capital for this purpose was speedily raised, and a charter of incorporation, with very full powers, restricting the liability of the shareholders to the amount of their subscriptions, was obtained from the Government. A Select Committee of the House of Commons also reported unanimously in favour of the objects of the company, and recommended the allotment to them of a portion of the contract for the conveyance of the mails.

The Government, however, notwithstanding this report, having granted a contract to another company for the whole service, for a term of seven years, it became impossible for the Eastern Steam Navigation Company to compete with that company on the overland route, and they therefore, in pursuance of an original pledge to that effect, afforded to all the proprietors who desired to do so, an option of retiring from the Company, and several, including the Austrian Lloyd's, availed themselves of this opportunity.

Subsequently the Directors (with the unanimous sanction of a general meeting of proprietors called for the express purpose) entered into negotiations with a body of gentlemen who strongly entertain the opinion that steamers capable of taking at once sufficient coal for the whole voyage must be able to work more economically and profitably than the present steamers between this country, India, Australia, and other distant places.

Having satisfied themselves that these views were correct, and also that such large steamers would afford greater convenience to the public, and could be navigated with much greater speed, certainty, and safety, than those now in use; that their employment afforded a prospect for the use of the capital of the company far more lucrative than if the original design had been carried out; and that, as the adoption of this course was clearly compatible with their charter, an arrangement has been made by which those gentlemen have joined the company, and the undertaking, and their united and most strenuous exertions will be directed to carry into effect the proposed object.

The very great advantages of increased size for vessels running to distant ports, such as those of India or Australia, may thus be briefly explained: Steam vessels of the sizes now in use require to coal three or four times in a passage to Calcutta or Australia, consequently great delays result from the taking in of coals at the various stations; and the coal thus sent at great expense, and stored at the different ports, costs, with all contingencies, when on board the steam-boat, somewhat about 40s. per ton; 4000 or 5000 tons are consumed in a voyage out to Calcutta or Australia; and home; and such a vessel will scarcely make more than two voyages in the year.

If the same amount of capital embarked in several such small ships be applied to the construction of one of much larger dimensions, the following very striking results are obtained: Such a ship will be able to carry a much larger power of engines proportioned to the resistance, and yet will have ample capacity to carry the whole of the fuel to supply her engines for the voyage out and home, the fuel costing only 12s. on board, instead of 40s. The total quantity of fuel consumed by the large ship on the voyage, at a high rate of speed, is proved by all past experience to be much less than the aggregate consumption of the smaller ships during their lengthened voyages, and the price per ton being reduced by two-thirds, the largest single item in the whole expense of working the smaller boats is reduced by 75 to 80 per cent., while the charges of the ship's company, and other working expenses, not being increased in nearly the same ratio as the size, the total cost per annum becomes materially reduced in proportion to the capacity of the ship for freight, while the capacity over and above that occupied by the fuel rapidly increases with the increased size of the ship. In addition to this, the same ships can easily make three voyages out and home in the year, instead of two, with much longer intervals for rest; thus further increasing the amount of return, in proportion to the capital embarked, by 50 per cent.

The following table will illustrate the mercantile advantages of larger steamers over smaller, exemplified in a voyage of 5000 miles:—

Tons.	Horse power.	Capacity for coals.	Capacity for provisions and cargo.
In a vessel of 1000	300	600 tons.	100 tons.
" " 2000	600	1200 "	200 "
" " 4000	1200	2400 "	400 "
" " 8000	2400	4800 "	800 "

The total expenditure of the Company up to the present time, which includes the obtaining of the Charter, parliamentary, and preliminary expenses, has not absorbed the original deposit of 2s. per share, so that almost the whole funds of the company will be available for its future purposes.

Such of the shares as are now at the disposal of the Directors, under the arrangements before referred to, are offered to the public. Applications for the same may be made to Messrs. Lister & Co., Bankers, 10, Bartholomew-lane; or to the secretary, up to and including the 14th inst.

By order of the Court of Directors, JNO. YATES, Sec.

N.B. The last report of the Directors, containing a more detailed account of the objects of the Company may be obtained at their offices as above.

FORM OF APPLICATION.
To the Court of Directors of the Eastern Steam Navigation Company.

GENTLEMEN,—Being desirous of becoming a holder of shares in the Eastern Steam Navigation Company, I have to request that you will issue to me

such shares, or any less number that may be allotted to me, I agree to take, and to pay to Messrs. Glyn, Mills, and Co., Bankers, Lombard-street, on or before the 31st December inst., the sum of £1 per share, being the amount called up thereon, and to hold the same on the terms of the Charter and Deed of Settlement of the Company, and to execute such deed as may be considered necessary by the Court of Directors, when called upon so to do by advertisement published in the Times newspaper.

I am, Gentlemen, yours, &c.

Name (in full length).....
Reference.....

Address.....

THE CRAIG DDU SILVER-LEAD MINES,

MONTGOMERYSHIRE, NORTH WALES.
Capital £15,000, in 30,000 shares. Paid up 10s. each, with power to call for any further calls.

ON THE COST-BOOK PRINCIPLE.
(No debt necessary to be signed.)

COMMITTEE OF MANAGEMENT.
JAMES ADAIR, Esq., St. Martin's-place, Trafalgar-square.
HERBERT CORNEWALL, Esq., Delbury Hall, Ludlow.

R. J. MOSTYN, Esq., Calcott Hall, Flintshire.
S. J. L. W. J. E. Esq., Greenwich.
ARTHUR DYOTT THOMSON, Esq., Inner Temple.

BANKERS.—Messrs. Spooner, Attwoods, and Co., 27, Gracechurch-street.
BROKER.—L. I. De la Chauxette, Esq., 12, Angel-court.

CONSULTING MINING ENGINEER.—John Cunningham, Esq., F.G.S., Liverpool.
SECRETARY (pro tem).—S. Tucker, Esq.

TEMPORARY OFFICES.—11, ST. BENET'S PLACE, GRACECHURCH-STREET.

This company is formed for the purpose of working the Craig Ddu Mine, which embraces 1200 acres, and is situated in the same mountain as the well-known Llangynog Mine, which is recorded to have yielded an annual profit of £20,000 for 40 consecutive years, and is believed to have been the most productive mine ever discovered in Wales; it being stated that some of the predecessors of the present Earl of Powis realised upwards of £1,000,000 sterling by its successful prosecution, and from the discoveries already made, there is no reason to doubt that this sett will prove equally productive.

The geological formation of the Craig Ddu Mine is precisely similar to that of Llangynog, the lode being also large and embedded in the same description of strata, as stated by Mr. John Cunningham, F.G.S., in his report.

A series of adit levels have been driven into the vein, at different elevations from the side of the hill. In the second level from the bottom a deposit of solid lead ore, upwards of a foot thick, has been discovered, which it is confidently stated by practical men will lead down to large masses of ore below.

From the nature of the operations, little pumping machinery will be required; in any case, the expense on this account will be trivial. A water-wheel and crushing-mill are ready for erection, and from the situation of the works no steam power is likely to be required, there being an ample supply of water for all the purposes of the mine at every season of the year. A large sum has already been expended, and there is a great quantity of ore now on the mine, which may be considerably increased by laying open more ground, and on the necessary machinery being erected the same may be sent to market, and will yield an immediate return.

The reports of Mr. John Cunningham, F.G.S., Captain Matthew Francis, Mr. John R. Hughes (acting manager of the Llangynog Mine for upwards of 11 years), and Mr. James Boydell, fully confirm the strong opinions entertained of the value of this property. Copies of those reports may be obtained at the temporary offices of the company, where there are also for inspection such samples of lead ore from the mine as are seldom seen.

Attention is particularly directed to the report of Mr. John R. Hughes, whose long connection with the Llangynog Mine enables him to give a more confident opinion on Craig Ddu.

Although there is ample scope for the lucrative employment of a large capital, yet, inasmuch as the sett may be profitably worked with a comparatively small amount, the directors reserve to themselves the power of reducing the capital, should they deem it expedient to do so.

COPY OF JOHNSON AND SONS' ASSAY.
"The sample of galena assayed for the proprietors at the Craig Ddu Mine produces 81 per cent. of lead, and contains equal to 38 oz. 2 dwts. 12 grs. of fine silver, in the ton or ore.—JOHNSON AND SONS: Assay Office, Gresham-street."

So that a considerable revenue may be expected from the silver alone.

Applications for shares may be addressed, on or before Wednesday, the 15th day of December instant, to the Committee of Management, at the Offices, or to the Broker, where Prospectuses may be obtained.

PRIGANT CONSOLS SILVER-LEAD MINING COMPANY,

CARDIGANSHIRE, SOUTH WALES.
Divided into 12,000 parts or shares of £1 each.—Subject to no further call or liability.

WILLIAM SPOONER, Esq., Oxford and Cambridge Club.
ROBERT GORDON, Esq., Bradwell House, Great Yarmouth.

ALEXANDER DUNCAN, Esq., H.E.I.C.S., 11, Ladbroke Villas, Notting Hill.
FREDERICK LEITH, Esq., Walmer-court, Deal.

ROBERT BLACHFORD, Esq., Albion Lodge, Leighton, Essex.
THOMAS P. THOMAS, Esq., 75, Old Broad-street.

BANKERS.—London and Commercial.
CONSULTING ENGINEER.—Mr. Matthew Francis.

AGENTS OF THE MINES.—Messrs. Henry Fryck.
AUDITORS.—Mr. George Batters and Mr. John Wrench.

SOLICITOR.—Thomas Birch, Esq., 12, Warwick-court, Gray's Inn.

Prospectuses to be had of the secretary, Henry Watson, Esq., at the OFFICES OF THE COMPANY, 3, GEORGE-YARD, LOMBARD-STREET.

THE PRIGANT ESTATE is situated over the great lode that is now yielding such an immense fortune at Frongoch. The Ordnance map, on which Sir Henry De la Beche has traced the Cardiganshire lode, shows this large vein branching into two parts and running through the grant. The East Frongoch Mine Company are sinking a shaft on the Crown property to the westward, and have erected a water-wheel for the purpose of cutting the lode at a depth of 30 fms. showing that they have strong faith in the bearing qualities of the vein there. To the eastward, the South Wales Mining Company are working upon the same lode, and some thousands of pounds worth of ore has been sold at one of their mines called Bodol, upon it. There cannot be the slightest doubt but that a very little outlay in open cross-cutting this mill lay open the lode, and when it is understood that Frongoch Mine alone pays £13,000 a year profit, some slight estimate may be formed of the value of this sett.

Prigant estate is situated in the parish of Llanfihangel Crydion; it lies about one mile south of the Devil's Bridge, one mile west of Bodol Mine, two miles north of Llogylas Mine, and one mile to the east of the celebrated Frongoch Mine, which rich lode runs through more than a mile of this property, and when opened on, will doubtless become one of the standing mines of the county of Cardigan.

London, Oct. 27, 1852.—Dear Sir: I beg to hand you herewith a hand sketch and some letters I have received touching the Prigant property, which, according to the more recent and careful inspections, appears to contain the Frongoch lode for a much longer distance than I expected, and, consequently, the sett is much more valuable than I calculated upon. In addition to the Frongoch lode, it appears that this grant contains the lode of the Bodol and Llanethen Mines, which, to the east of Prigant, has made a great deal of ore, and it is supposed that these will make very good mines, and as Prigant is nearer the Great Frongoch Mine, I believe that the veins will be found very productive in this sett. When I wrote you first, it was only a matter of theory that the Frongoch veins passed through Prigant; but the last letter from there puts the matter beyond the possibility of a doubt, as it states that one of the lodes has been found. While a note from Mr. Grieves (our agent at the Rhodol Mines) says the lode passes through the grant for the length of a mile, which is quite sufficient for all mining purposes. In no gentleman largely interested in East Frongoch and Bodol, has applied to me to join a portion of his mining ground to our grant, affording sufficient evidence of the value of the mining ground along this range of veins. You will observe also that the East Frongoch shares have gone up to £5 and upwards per share, although they have not advanced in mining much further than ourselves, having erected a small water-wheel and sunk a shaft some 18 fathoms deep, but, like ourselves, they have so far only seen the lode at the surface. You will, therefore, see that we are justified in valuing our grant highly.

Henry Watson, Esq.

This valuable mine is held under a take note, with an agreement for a lease, from the Rev. W. H. Morris, at the very low rate of £100 per annum, and the proprietors, having proved the value of the grant, retain for themselves half the number of shares, so only 6000 will be issued to the public. From the opinion of several eminent mining engineers, not more than £3000 will be required to make this mine equal to her neighbours, the Lisburne Mines, which, on a small outlay on 100 shares, are now making profits of £15 per share every two months, and are saleable at £250 per share.

Applications for shares to Edmund Solleux, Esq., 33, Royal Exchange, and Stock Exchange, at the offices of the company, and of the following brokers:—John Watson Hamilton, Esq., 14, Waterloo-street, Birmingham; Luke Arnold, Esq., New Buildings, Small-street, Bristol; Edward Fox, Esq., Dame-street; John Power, Esq., 22, Fowne's-street, Dublin; Munro Hugh, and Co., 4, North-street, David-street, Edinburgh; Charles Wilkinson, Esq., 2, Exchange-buildings, Hull; George Wise, Esq., 59, Albion-street, Leeds; Ebenezer Smith and Son, 1, George-street, Sheffield; George Fielding, Esq., 14, Royal Exchange Arcade, Manchester.

FORM OF APPLICATION FOR SHARES.
To the Directors of the Prigant Consols Mining Company.

GENTLEMEN,—I request that you will issue to me shares in the above company, on which I undertake to pay the deposit of £1 per share.

Name and surname in full.....
Residence.....
Description.....
Reference.....

SITHNEY WHEAL BULLER TIN MINE.

NEAR BELESTON, CORNWALL.
THE PREPARATIONS FOR RE-OPENING the above MINE are fast PROGRESSING towards COMPLETION; nearly the whole of the new machinery being now on the ground and fixing, it is confidently expected that in a very short time it will be in full operation, and the water forked. The indications discovered during the progress of the works, as also the splendid tin which is now being raised in the adjoining sett, quite agree with the previous high character of the mine, and place it beyond doubt or speculation that it will speedily become one of the richest tin mines in Cornwall.—Applications for the few remaining shares must be made (by letter, with references) to the purser, Mr. J. Fairweather, 6A, Belvidere-road, Lambeth, London.

EAST WHEAL VOR TIN AND COPPER MINE,

NEAR HELSTON, CORNWALL.
TO BE WORKED ON THE COST-BOOK SYSTEM.

Dues, 1-15th; Lease, 21 years.—In 10,000 shares, of 21s. each.

COMMITTEE OF MANAGEMENT IN LONDON.
JOHN EBENEZER DUNT, Esq., Cockspur-street.

GEORGE BURGE, Esq., Shaftesbury-terrace, Finsbury.
JOHN SEYMOUR CALLIN, Esq., Gracechurch-street.

BANKERS.—The Union Bank of London.
BROKERS.—Messrs. Foster Brothers and Co., 27, Tokenhouse-yard, London.

PURSER.—D. G. Goutley, Esq.
OFFICES.—75, CORNHILL, LONDON.

This mine is situated in the richest tin district of Cornwall, and joins the celebrated tin mines Great Wheal Vor and Great Work, in the junction of the granite and killas formation, where the greatest mineral deposits are invariably found. The deepest part of the mine is only 55 fathoms; whilst the adjoining mine (Great Wheal Vor) raised the greatest part of its ore below that depth, and it was rich at 300 fathoms from surface, and has given a clear profit of upwards of £600,000. This mine is to be re-worked by a new company with a capital of £200,000, in shares at 21s. each; whilst it is proposed to sell 6000 of the above 10,000 shares at 21s. each, which is considered sufficient to supply the requisite machinery, and to bring the mine into a most profitable and dividend-paying state.

Applications for shares to be made to Messrs. Foster Brothers and Co., Tokenhouse-yard; Mr. B. Tripp, 21, Michael's-hill; Mr. H. Lascombe, Plymouth; Messrs. Home, Barton, and Co., Dublin; Mr. T. Dewhurst, Bradford, Yorkshire; or to the offices of the mine, 75, Cornhill, where plans and prospectuses may be obtained.

PORTLAND IRON COMPANY, SCOTLAND.

Conducted on the "COST-BOOK PRINCIPLE."—No Debt to Sign.
50,000 parts, or shares, of £2 each, paid in full.

WILLIAM STRAHAN, Esq., Strand, London.
JAMES THOMAS COOKNEY, Esq., Lamb's Conduit-place, London.

BOARD OF MANAGEMENT.
WILLIAM STRAHAN, Esq., Strand, London.
JAMES THOMAS COOKNEY, Esq., Lamb's Conduit-place, London.

JAMES REID, Esq., Gresham-street, London.
JOHN SMITH, Esq., Bow Churchyard, London.

(With power to add to their number.)
BANKERS.—Messrs. Strahan, Paul, and Bates, Strand, London.
SOLICITOR.—J. T. Cookney, Esq., Lamb's Conduit-place, London.

BROKER.—A. L. Bellinger, Esq., St. Michael's-alley, Cornhill, London.
SECRETARY.—Mr. Joseph George.

OFFICES OF THE COMPANY.—AT THE WORKS, KILMARNOCK, SCOTLAND, and 17 GRESHAM STREET, LONDON.

The Portland Iron-works are situated within two miles of the town of Kilmarnock, and within 12 miles of the shipping port of Troon, to which there is a railway direct from the works.

The plant consists of blowing engines, three blast-furnaces, foundation for a fourth, boilers, engine-house, clay-mill, brick-kilns, nine other engines, boilers, pumps, and apparatus, work-shops, four miles of railway, and rails complete, and one mile of extra rails, with furnace bank, and several hundred tons of plate-iron thereon.

The Ironstone Fields, which have been secured by leases at very moderate royalties, consist of about 5000 acres, nearly 2000 acres of which have been fully proved, and found to contain the celebrated Black Band Ironstone, varying from 14 to 24 inches in thickness, and of the first-rate quality. The remaining 3000 acres contain a large quantity of coal and ironstone; and from its locality there is no doubt but it contains the Black Band also; to prove which boring is now going on, and should it be found as is expected, these works will then possess a larger extent of coal, ironstone, and fire-clay of the first rate quality than any other works in the kingdom.

The coalfield (the lease of which is from His Grace the Duke of Portland at a very moderate rent) consists of 700 acres, and contains an inexhaustible supply of coals, having three seams of the first class, of upwards of 20 feet in thickness, besides an immense supply of fire-clay.

There are also nearly one hundred houses and cottages, besides the manager's house, stables, large workshops, and other premises belonging to the works.

Four blast-furnaces, which will be in full work by Whitsuntide next (a period of only a few months), will produce 30,000 tons of pig-iron in the year, which alone, at the present price of iron, would realise a net profit of 20s. per ton, or £30,000 per annum; 3s. 4d. only per ton profit being equal to £5000 per annum, sufficient for a dividend of 5 per cent. upon the whole £100,000; and there is no doubt one or two very handsome dividends will be paid next year, with regular dividends afterwards.

The class of iron hitherto made at these works has always been considered of the purest kind, commanding the highest price.

These works have the extraordinary advantage over any other of the kind, of being able to have a coal-pit within a few yards of the furnaces, thus avoiding the great expense of carriage, and the delay and loss often arising from the inability to get coals.

It is contemplated to increase the get of coals beyond the requirements of the works, and dispose of the surplus to the public, there being a very great demand for them, at remunerating prices.

Another source of profit may be named; that is, the fire-clay and brick-works, which are capable of producing great profit to the company, owing to the fact of a superior bed of fire-clay being worked on the estate.

There has been nearly £100,000 laid out upon the works, and with the great acquisition of ironstone fields now added thereto, they are evidently worth considerably more money; but as the proprietors have liberally offered to take £45,000 in cash, and 12,500 shares, for the whole, the board has had no hesitation in accepting their offer at once, being fully satisfied that the remaining £55,000 will enable them to erect four additional blast-furnaces, and put the works into perfect order. It is considered the coal, clay, and other advantages, will yield at least £2000 a year profit.

In inviting adventurers to join them, the board of management feel so confident of the undertaking, and of its capability, that they have no hesitation in saying they believe a more legitimate one has never been offered to the public with so many advantages.

The board of management have secured the services of one of the most efficient men as manager, and engaged one of the best smelters of iron in Scotland, with a good and efficient staff.

To dilate further upon the merits of the undertaking is quite unnecessary, as all persons acquainted with the manufacture of iron must know that the present price of it yields a very large profit.

It is quite clear that the extraordinary demand for iron for America, India, and other foreign parts, must of necessity keep up its price for years to come; and when we consider the application of it to shipbuilding, railways, houses, engines, and other purposes at home, it is impossible to conceive that it can be reduced under a price yielding a very large income to the company; 12,500 shares have already been subscribed for, and as the proprietors take 12,500 more, only 25,000 remain to be allotted to the public. As operations are now going on, the board of management reserve to themselves the right of continuing them prior to the whole of the shares being taken up.

Applications for shares must be made according to the form below, and addressed to the broker or secretary of the company, at the office in London.

FORM OF APPLICATION FOR SHARES.
To the Board of Management of the Portland Iron Company.

GENTLEMEN,—I request that you will issue to me shares in the above company, and I hereby undertake to accept the same upon the rules and regulations to be entered in the cost-book of the said company, and to pay the sum of £2 on each share when required by your letter of allotment.

Your obedient servant,
Name in full.....
Description.....
Residence.....

Referee and address.....

THE POLITMORE COPPER AND GOLD MINING COMPANY.

Notice is hereby given, that CERTIFICATES OF PARTS, or SHARES, in this Association are now READY for DELIVERY at the offices of the company, 50, Pall Mall, in EXCHANGE for the BANKERS' RECEIPTS.

Dec. 7, 1852. By order, W. MARTIN, Secretary and Purser.

BRITANNIA GOLD AND COPPER MINING COMPANY.

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BULLION-SILVER AND LEAD MINING COMPANY,In 20,000 shares of £3 each.
CONDUCTED ON THE COST-BOOK PRINCIPLE.

JOHN HARTLEY, Esq., Wolverhampton—CHAIRMAN.
CHARLES CORNER, Esq., Wolverhampton—DEPUTY-CHAIRMAN.
F. C. PERRY, Esq., Wolverhampton.
EDWARD GIBBS, Esq., Wolverhampton.
W. H. DWARRE, Esq., H.N., Cheltenham.
THOMAS SPENCER, Esq., F.R.S.
SECRETARY AND TREASURER—Henry Underhill, Esq., Wolverhampton.
AUDITOR—John Underhill, Esq., Wolverhampton.
BANKERS—The Commercial Bank of London, Lothbury.

This MINE is situated at Milltown, in the county of CLARE, and consists of a very valuable deposit of lead ore, impregnated with an unusual percentage of silver, and also containing small ore of pure quality. The mine extends over an area of 250 acres, or thereabouts, of which the Directors have obtained a lease for 21 years, at the unprecedently low royalty of 1-20th, and without any minimum royalty being reserved by the lessor. Although the mine has only been in working for the last three months, with a small staff and at an inconceivable expense, many tons of ore have been produced, which are now in process of dressing; and sales will, in all probability, be effected before the end of the present year.

The Directors have received the most favourable opinions of several eminently qualified scientific gentlemen, as to the richness and quantity of the ore; and specimens can be seen at the offices of the secretary and brokers to the Company. The different assays average 66 per cent. of lead, and 36 ozs. of silver to the ton.

The locality of the mine, for the purposes of traffic, is most convenient, lying within six miles of the harbour of Clare, and 16 miles from the port of Limerick, and having a communication with both places by means of excellent government roads, so that the ore may be expeditiously and cheaply conveyed to any of the English smelting-houses. The price of labour in the neighbourhood is low in the extreme, and the ore can be raised and prepared for sale at an expense trifling in comparison to the market value of the article. The ground adjoining the mine is most favourably adapted for crushing-floors, and for the erection of such machinery as may be required; and there is a sufficient supply of water in the immediate locality for the usual dressing purposes, and to afford power for working the machinery.

The sum of £10,000 will be reserved out of the amount subscribed, as a working capital for the adventure, the residue being divisible amongst the original proprietors of the undertaking. The original proprietors reserve to themselves two-thirds of the shares, upon which they will pay their proportion of the working capital of £10,000, thus leaving but one-third to be allotted to the public. It is anticipated that a large and early dividend will be realised, owing to the unusual facilities of working.

The working of this Company will be strictly according to the Cost-book Principle, which permits every shareholder to retire from the undertaking whenever he feels disposed, and relieves him from all future responsibility, on payment of his share of the liability at the time of his ceasing to be a shareholder. The books of the company, and a monthly cost-sheet, are also open to the inspection of every shareholder at all reasonable hours.

Application for shares must be made to Henry Underhill, Esq., the secretary and treasurer of the company, at his office, Darlington-street, Wolverhampton; or to Messrs. Hakes and Sherratt, brokers, No. 1, Royal Exchange-buildings, London; or to Mr. T. Lloyd, broker, No. 57, Threadneedle-street, London.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Bullion-Silver and Lead Mining Company.
GENTLEMEN,—I request you will allot me shares, of £3 each, in the above undertaking; the whole of which, or any less number that may be allotted to me, I agree to accept, and to pay the sum of £3 per share thereon when required to do so, and I undertake to execute legal transfers of the shares, and to sign the Cost-book of the Company when called upon.

Dated this day of , 1852. Name
Residence
Description

Reference
BULLION-SILVER AND LEAD MINING COMPANY.—
NO APPLICATION FOR SHARES will be RECEIVED by the Directors of this Company after THURSDAY, the 16th day of December inst.
By order of the Directors, HENRY UNDERHILL, Secy.

THE SOUTH CORK COPPER MINING COMPANY.

BALLYDEHOB, COUNTY OF CORK, IRELAND.

Held under lease for 31 years, at 1-16th royalty.

TO BE CONDUCTED ON THE COST-BOOK PRINCIPLE.

Capital £20,000, in 20,000 shares of £1 each.—To be paid up on allotment.

DIRECTORS AND MANAGING COMMITTEE.

WILLIAM BELL, Esq., Coal Exchange, London.
EDWARD HUDSON, Esq., East Cliff, Sheffield.
WILLIAM HOBSON, Esq., Grove Lodge, Sheffield.
HENRY JOHNS, Esq., 68, Upper Thames-street.
THOMAS MEARBECK, Esq., 10, St. James-street.
JOHN PETER, Esq., 31, Grosvenor-street, St. Helena.
E. H. RUDDERFORTH, Esq., M.D., Air-street, Piccadilly.
GEORGE TINDALL, Esq., Nag's Head-court, Gracechurch-street.
BANKERS—The Commercial Bank of London, Lothbury.
SOLICITORS—Messrs. Crosley and Burn, 34, Lombard-street, London; J. McCarthy Downing, Esq., Skibbereen, Ireland.
BROKERS—Messrs. Crosley Brothers, 30, Cornhill, London; George Wilson, Esq., 6, George-street, Sheffield.
DIRECTOR AND CONSULTING ENGINEER—St. Pierre Foley, Esq., C. & M.E., 19, Gibson-square, Islington.
SECRETARY—Mr. William Battye.

OFFICES.—33, GREAT WINCHESTER STREET, OLD BROAD ST., LONDON.

PROSPECTUS.

This MINE is situated in the barony of Carbery, in the county of CORK, and in the vicinity of the Crookhaven, Carbery West, Coahen, Cappagh, and other mines, and extends over a surface of nearly 200 acres.

This Company is formed for the purpose of working the veins and lodes of the silver-copper ore in the valuable and extensive mineral district of Ballydehob, now called the Ballydehob Silver-Copper Mines; and to re-open and work the old mines, held by the late Colonel Hall, and well known to be amongst the richest in Ireland. Operations have been carried on for some time, and lodes opened upon, from which excellent green carbonate of copper, and purple and grey sulphurets, have been raised of great richness, specimens of which may be seen at the company's office.

Two shafts are now being sunk on the lodes, and by continuing the present workings, and making cross-cuts about every 10 fathoms to the north and south lodes, which can be done at a moderate expense, this part of the mine will probably soon repay the cost of outlay, and yield a handsome profit to the adventurers. Machinery is already being erected to re-open the old, as well as to work the new portions of the mines, so as to develop both more effectually; there is water-power on the mine sufficient for all present purposes, rendering steam machinery, for some time, unnecessary. The facilities for the conveyance of the ore to the various markets are very unusual, vessels of about 150 tons burden lying in the harbour about one mile only from the mine.

It is worthy of notice that all the copper mines in Ireland, such as Knockmahon, Berehaven, Ballymurtagh, &c., that have been recommended by truthful and competent authorities, have, in comparatively short times, returned more than 100 per cent. for the capital expended.

The proprietors of these mines have agreed with the directors to take shares for the full amount of their interest in the property, and, by the terms of the purchase, they allow a large proportion to remain in the hands of the directors for a considerable period, and one-fifth until a dividend shall have been actually paid.

From the favourable reports of the engineers, as well as from the present actually productive state of the mines, the directors have every confidence that as soon as the necessary works are completed, they will return an immediate profit to the shareholders.

Application for shares to be made to the secretary, at the offices of the company, or to the brokers, Messrs. Crosley, Brothers, 30, Cornhill, London; George Wilson, Esq., 6, George-street, Sheffield.

Extract from Report of St. Pierre Foley, Esq., C. & M.E.
Ballydehob mining district is based on copper schist, which generally contains copper ores of the richest description, minutely disseminated through the rock, and forming, as it were, one of its elementary principles; lodes running through this description of strata seem predisposed to produce green carbonate of copper in quantity, which sometimes passes into large masses of beautiful malachite, and also purple and grey sulphurets of copper, very rich in silver—this is evidently the case in the open works of Ballydehob Mines. The purple and grey copper lode, now cut in the level south of the engine-shaft, is about 4 feet wide, and composed of quartz, rich gossan, black oxide of copper, and solid grey and purple silver-copper ores of the very richest description (specimens of which, as indicative of a very rich mine, are now to be seen in the company's office), were taken from the forepart of the lode. Besides the levels, two new shafts are in progress of sinking, about 100 fathoms from each other, and pitched to cut the lode now working in the level above the level above of about 10 or 12 fathoms, where it is expected, from what is proved in the level above referred to, within 2 or 3 fathoms of the surface, large bunches of ore will be obtained.

Extract from Report of Capt. James Hoakins, M.E.
In handing you my report of these mines, I beg to say that the set is indeed very extensive, and, in my opinion, the prospects are highly encouraging, and I should recommend working the new mine extensively. The miners already employed in the different shafts and levels are doing good labour, and raising excellent copper ores and green carbonate of copper. The adit level has been driven from its entrance 8 fathoms east; in this level the lode is from 3 to 4 feet wide, composed of quartz and micaceous slate, strongly impregnated with carbonate of copper and purple and grey sulphurets. Shaft No. 1 has been sunk below surface 27 fathoms, partly on the lodes and levels extended east and west of said shaft, in profitable ground. Shaft No. 2 is sunk 8 fathoms 3 feet below the surface, in a conical stratum of clay-slate, and I have every reason to believe that the lode will be found more productive when intersected in this shaft than in the western part of the mine. Shaft No. 3 is now 4 fathoms in depth, and about 100 fathoms east of No. 2; in this shaft the lode is producing some good specimens of rich copper ores. There are parallel lodes to the north and south of the main lode, and from the valuable information I received from respectable agents in this district relative to the richness of these lodes, I must at once congratulate you on the prospects. My opinion of the lodes in these mines is, that if fully developed, they will prove highly remunerative, and it is very probable that by stopping on the lode both in the old and new mines, great quantities of copper ores will be raised, and good dividends realised. Taking into consideration the nature of the lodes, the strata, and the advantages connected with the further prosecution of the mines, I do not hesitate in saying that it is a sure and safe investment for capital. The advantages are, good roads leading from the mines to the shipping port, which is distant only one mile. There is a good stream of water, thereby rendering steam machinery quite unnecessary for a considerable time.

Nov. 20, 1852.

FORM OF APPLICATION FOR SHARES.

To the Directors of the South Cork Copper Mining Company.
GENTLEMEN,—I request that you will allot me shares in this company, and I undertake to accept the same, or any less number, according to the rules and regulations of the company on the Cost-book System, and to pay the deposit thereon.

Reference
Address
Date
Name
Address
Occupation

ASHFORD CONSOLS COPPER AND SILVER-LEAD MINE,PARISH OF LLANIDLOES, MONTGOMERYSHIRE, NORTH WALES.
CONDUCTED ON THE COST-BOOK PRINCIPLE.

In 6000 shares of £1 each.

OFFICES.—5, ADAM'S COURT, OLD BROAD STREET, LONDON.
COMMITTEE OF MANAGEMENT.
JOHN DIVERS, Esq., Gracechurch-street.
WILLIAM FENTON, Esq., Barnsbury-park.
RICHARD HALE, Esq., Crescent, Minorities.
FREDERICK REYNOLDS, Esq., Homerton.
SAMUEL WEAVER, Esq., New Cross.
(With power to add to their number).
BANKERS—Messrs. Spooner, Attwoods, and Co.
FURNISH AND MANAGERS ON THE MINE—Capt. John Reynolds, Llanidloes.
SECRETARY—Mr. George Edward Fenton.

This MINE is situated in the parish of Llanidloes, in the county of Montgomery, NORTH WALES, and held under a grant direct from the proprietor, Sir Watkin Williams Wynn, Bart. The set extends for about four miles in length, and nearly one and a half miles in breadth, and there have been already discovered seven valuable lodes, three of which have been wrought on to some extent; and large quantities of lead and copper ore have been returned. In the eastern and western parts of the mine the old Roman workings, in addition to those recently opened, have been very extensive, and the lodes may be seen at the surface, indicating very favourable prospects; and, no doubt, when these old workings are cleared, the bottoms will be found all ore ground.

The mine is accessible by means of three adit levels—viz., the Shallow, Middle, and the Deep. The shallow adit has been driven about 40 fms. on the course of the lode, and intersects a north and south lode, or cross-course, about 5 feet wide, composed of sulphur, carbonate of lime, spar, and killas, and containing spots of lead and copper. The middle adit has been driven about 70 fms. on the course of the south lode, which is from 3 to 5 ft. wide, 50 fms. of which have been most productive of lead and copper ores. The deep adit level has been driven 140 fms. on the course of the lode, which is from 3 to 10 ft. wide; in this level the middle and south lodes form a junction, and have produced £300 per fathom; this adit is also being driven on a lode about 4½ ft. wide, spotted with lead and copper, and from the very favourable character of the lode, very large returns will be made from this part of the mine.

The shaft has been cut down from the surface to the deep adit level, which is 10 fms., and thence is sunk 10 fms. below the level. The lode has been cut, and the 10 fms. level driven to within 12 fms. of the runs of ore; and in a short time, no doubt, this end will become very productive, as upwards of 100 fms. of ore ground have been driven through and laid open.

There are all necessary buildings and erections on the mine, consisting of a large count-house, an office, smiths' shop, carpenters' shop, storehouse, changing house, and other buildings; a large wheel-pit, 37 ft. long by 6 ft. wide; within, a smaller one, 22 ft. long by 6 ft. wide; also leads and lobbies, all cut and built; flooring all laid out and made; in fact, all erections necessary for prosecuting and carrying out the undertaking.

So satisfied are the proprietors of this mine that it will be one of the most valuable in Wales, that they have consented to take the whole amount of purchase money in shares, thereby showing the perfect confidence they place in the ultimate success of the mine. The proposed capital, after allowing 3000 shares for the purchase of the property, is considered ample for carrying out the operations, and bringing the mine into a profitable state of working.

Plans, sections, and maps of the mine may be inspected, and all further particulars known at the offices of the Company, where applications for prospectuses and shares may be made.

THE ROYAL HIBERNIAN MINING COMPANY.

CONDUCTED ON THE COST-BOOK SYSTEM.

In 100,000 shares, at £1 per share.

OFFICES.—No. 17, GRACECHURCH STREET, LONDON.

DIRECTORS.

HENRY LARCHIN, Esq., Queen's Head Brewery; and Higham Hill,

Essex—CHAIRMAN.

WALTER HILLS, Esq., Gravesend.

GEORGE TINDALL, Esq., Gracechurch-street.

CHARLES B. HARRIS, Esq., The Baltic; and Wandsworth.

HENRY ARROWSMITH, Esq., New Bond-street.

THOMAS TURNER, Esq., Tettenhall, Wolverhampton.

CUSAOK PATRICK RONEY, Esq., London and Dublin.

JOHN GILES, Esq., Castlemaine, Ireland.

GEORGE DAVID GEARLEY, Esq., Mining-lane.

GEORGE REYNOLDS, Esq., Fenchurch-street.

JOHN DOUGLAS PAYNE, Esq., Walsall.

FREDERICK J. HENSLEY, Esq., M.D., Montague-place, Russell-square.

BENJAMIN F. GANDEE, Esq., Hans-place.

BARON REYNOLDS, jun., Esq., Great Tower-street.

WILLIAM WOODS, Esq., Chapelizod, Dublin.

AUDITORS.

Peter Tindall, Esq., Gracechurch-street; Henry Tolkin, Esq., King William-street.
BANKERS—James Watt, Esq., 10, Gray's Inn-square; and 17, Gracechurch-street.
SOLICITOR—James Wyatt, Esq., 10, Gray's Inn-square; and 17, Gracechurch-street.
CONSULTING ENGINEER—Reuben Plant, Esq., Briery Hill, Wolverhampton.
ENGINEER AND CHIEF MANAGER OF MINES—Thomas Williams, Esq., of the Great Welsh Silver-lead Mine, the Clive, and the Vale of Towy Mines.

UNDERGROUND CAPTAINS AT THE MINES (FROM CORNWALL).
John Kessell, Samuel Harvey, William Kessell, William Roe.
These MINES, which are at present in active operation, are situated in the county of KERRY, and are held under sets for 21 years. They comprise the Castlemaine, granted by Lord Headley; the Lisoline, granted by Samuel Hussey, Esq.; and the Clogher, granted by Charles Blennerhassett, Esq.; under the moderate royalty of 1-20th; and they extend over a vast area of most valuable ground, which is daily affording additional proofs of mineral wealth; so much so, indeed, that the farmers in their agricultural pursuits frequently discover lumps of lead and copper ore. The Directors have also succeeded in obtaining the usual letters of search from several other large landed proprietors at present in active operation, which comprises an area of more than 40 square miles, every portion of which will be diligently examined.

The mineral resources of Kerry, "the Cornwall of Ireland," have long been known to be inestimable; the investment of capital in mining operations must, therefore, not only prove highly remunerative to the capitalist, but equally beneficial to the Irish people, by employing and fostering the industry of the population.

The peculiar advantages possessed by the company are as follows:—
The possession of three important mines, one of which alone has been recently estimated, by a competent judge, at £100,000 value.

The low price of labour, scarcely one-half the amount paid in England, and, consequently, a material increase of profits.
The unusually rich quality of the mineral, which contains a large proportion of silver.

The great facilities of railway and water carriage,—one line of railway being nearly completed, from Mallo to Killarney, to which the mines are contiguous; and another projected from Killarney to Tralee. The produce can also be shipped, with little expense, at Castlemaine and Tralee.

The friendly feeling exhibited by the people of Ireland generally, without regard to political or religious differences; the opening of the mines having been hailed with delight by all parties, and every assistance most cheerfully rendered.

The mines will be worked on the Cost-book Principle, in strict accordance with the rules and regulations therein contained.

At the company's offices may be seen very full reports from the following practical mineralogists—viz., Thomas Williams, Esq.; Dennis O'Neill, Esq., civil engineer to the Board of Ordnance, Ireland; John Conway O'Connor, Esq., C.E.; and Capt. John Kessell; to the effect, that the three mines are opened on a c.l. abounding with mineral, very highly impregnated with silver; that the facilities for transit are peculiarly favourable; and that one of the mines alone is richer for ore than any mine previously surveyed for many years.

The working of the mines was commenced in the month of March last by the lessees, who were anxious to satisfy themselves of their value before they offered them to the notice of the public. They now feel quite justified in doing; having not only thoroughly proved the lodes, and raised upwards of 20 tons of rich ore, but erected substantial buildings for the more vigorous prosecution of the work.

The present proprietors reserve to themselves a moiety of the shares as a compensation for the outlay already incurred in obtaining the grants, making discoveries, erecting buildings, and hitherto working the mines. Feeling confident that the mines at present in operation will shortly yield handsome dividends, the remaining moiety is intended by the directors to be employed principally in the further development of the company's resources. They also feel satisfied that no further call will be made, the present proposed capital being amply sufficient to complete the necessary machinery at each of the proved mines, as well as those to be opened; thus future liabilities are guarded against, and success rendered certain.

Applications for shares to be sent to the Company's offices, or to the undermentioned brokers, where specimens of the ores already raised may be seen:—
London—E. L. Morgan, Esq., Bank Chambers.
Liverpool—Alfred Woods, Esq., 9, Dale-st.
Manchester—Thos. Warner, Esq., Stamp Office-buildings.
Birmingham & Wolverhampton—Messrs. Payne and Pretty.
Bristol—Messrs. George Edwards & Son, Shannon-court.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Royal Hibernian Mining Company.
GENTLEMEN,—I request you will allot me shares in the above company; which I agree to take, or any less number that may be allotted to me, and to pay the amount thereof to the bankers of the company when required.

Reference
Dated this day of , 1852. Name
Address
Occupation

ROYAL HIBERNIAN MINING COMPANY.—NO FURTHER APPLICATIONS FOR SHARES will be RECEIVED after MONDAY NEXT the 13th inst.—17, Gracechurch-street, London.

THE ROYAL HIBERNIAN MINING COMPANY.
To the Editor of the Wolverhampton and Staffordshire Herald.

SIR,—Owing to your remarks last week, and the interest excited about the much talked of Hibernian Mining Company, and seeing the names of gentlemen connected with the directorate for whom I have the highest regard, and also the name of a gentleman of this district as consulting engineer (Reuben Plant, Esq.), who has distinguished himself in mining, and by his own knowledge and perseverance raised himself to his present position, I was induced to examine the matter for myself. I accordingly resolved to visit the mines, and was glad to find that I had nothing to fear for the welfare of my friends, and something to hope for myself, from an intended investment, being now convinced, from personal inspection, that whoever has to do with this splendid property cannot fail to realise a great profit on the amount invested. I recollect one of your town councillors once calling the lode of the Hibernian Mines the "great Cornwall of Ireland," and so it is; or it may be more justly called the gold-field of Ireland; for there is in it an abundance of ore, rich in quality; and one, as I was informed, that stands unequalled in the world, which can be converted into gold at a much greater rate than it is possible to collect gold from the best gold mine as yet discovered. There can be no doubt that the Hibernian property is truly invaluable, and must, under proper management, be the source of many princely fortunes.

I am, dear Sir, your obedient servant, M. OWEN.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

BOOK PASSENGERS AND RECEIVE GOODS AND PARCELS FOR MALTA, EGYPT, INDIA, and CHINA, by their steamers, LEAVING SOUTHAMPTON on the 20th of every month.

The Company's steamers also START for MALTA and CONSTANTINOPLE on the 20th; and VIGO, OPORTO, LISBON, CADIZ, and GIBRALTAR, on the 17th, 19th, and 27th of the month.
For further information, apply at the Company's offices, No. 122, Leadenhall-street, London, and Oriental-place, Southampton.

IMPROVED SYPHON.—F. C. MOUATIS begs to intimate to engineers and the public, that a DRAWING of the SYPHON may be OBTAINED at the office of T. E. Neal, engraver and printer, 63, New Buildings, North Bridge, Edinburgh, on payment of One Shilling each copy (which may be transmitted in postage stamps); and any additional information will be readily supplied by the patentee.—Edinburgh, Nov. 29, 1852.

VENTILATION OF COAL MINES.—BIRAM'S PATENT ANEMOMETERS, 12-in. £4 4s., 6-in. £3 3s.—To be had of the manufacturer, John Davis, mathematical instrument maker, Derby.
All kinds of instruments pertaining to mines made and repaired.

NEWCASTLE SAFETY-LAMP.—The PRICES at which the NEW SAFETY-LAMP, invented by Dr. Glover and Mr. JOHN CAIR, of Newcastle-on-Tyne, can be supplied will shortly be advertised in the Mining Journal.

PATENT SAFETY FUSE.—THE GREAT EXHIBITION PRIZE MEDAL WAS AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, and DAVEY, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, indubitably distinguishes it from all imitations, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.
Address.—BICKFORD, SMITH, and DAVEY, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PEN-HALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe. Messrs. BRUNTON & CO. are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, upon warrant that it will prove equal to, if not better, than any to be procured elsewhere.

M. G. F. MUNTZ'S (JUN.) PATENT SOLID BRASS TUBES, 10½d. per lb., delivered in any part of the United Kingdom.—In introducing these tubes to the notice of engineers and the public, the patentee respectfully directs their attention to some of the advantages which they possess over those previously in use:—

1st. Economy in the first cost.—2d. Greater durability, being made of a mixture of metal hard in its own nature, and not mechanically hardened, as ordinary tubes are, which renders them liable to split or burst when subjected to the expansion and contraction caused by the heating and cooling of the boiler.—3d. Equality of hardness throughout, the metal being sufficiently tough to bear expanding, when fixing in the boilers, without softening the ends, which is necessary in fixing the brass tubes previously in use, and which causes the softened parts to wear more.—4th. They are less liable to corrode than any mixture of brass which can be manufactured into tubes by the process previously employed.

G. F. Muntz's Patent Metal Company, French Walls, Birmingham, sole manufacturers.—Agents for London: Charles Moss and Co., 23, Fenchurch-street; Young, Downson, and Co., Limehouse.—Bristol: E. Drew, Clifton Park.—Liverpool: C. Moss, and Co., Redcross-street.

STIRLING'S PATENT YELLOW METALS.—Adapted for SHEATHING, BOLT STAVES, BOLT NAILS, DECK NAILS, as reported on by the late Mr. Owen, Supervisor of Metals to the Admiralty; also for PROPELLERS, FRAMEWORK SCREWS, PISTONS, CYLINDERS, COCKS (particularly where there is exposure to corrosion), RAILWAY CARRIAGE AXLE BEARINGS, and for all machinery subject to friction.
AGENTS.—Messrs. JOHNSON, 166, Buchanan-street, Glasgow.
Applications for licenses and other information to be addressed to the undersigned.
ALFRED BARRET, Bishopsgate Foundry, Skinner-street.

TO RAILWAY AND TELEGRAPH COMPANIES, PROPRIETORS OF COLLIERIES, MINES, &c.—JAMES B. WILSON, of the HAYDOCK PATENT WIRE-ROPE WORKS, NEWTON-LE-WILLOWS, LANCASHIRE, is prepared to supply the public with FLAT and ROUND ROPES of IRON, MINES, and INCLINES; and also with his PATENT SUBMARINE TELEGRAPH ROPE; at the lowest prices of the day. The ropes are manufactured under his improved patent, substituting a strand of fine wires for the core in lieu of a hempen one, present used.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ AND METALLIC ORES.—(BAGGS'S PATENT).

These powerful MACHINES are now TO BE HAD at a SHORT NOTICE, and of any number of horse-power, from four to twenty.—All communications to be addressed to MR. ISHAM BAGGS, at the office of the Mining Journal, 26, Fleet-street. The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:—

TO ISHAM BAGGS, ESQ., LONDON.
DEAR SIR,—In reply to your letter of inquiry about the action of your Patent Stamping Machine, I beg to say, that I have now had it fully at work for two months; the quantity of coarse metal it will crush with ease is about 20 tons in 10 hours—about two-thirds is crushed fine, the remainder would require to be stamped a second time, to reduce it to the same fineness. The steam used is very little, and the crushing force very great; large lumps of metal (which is very hard) are immediately broken down when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and far superior to any other mode of crushing.
I am, yours, &c., ALFRED TRUENMAN.

Spitty Copper Works, Llanelly, July 23, 1852.
The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel or other prime mover. The application is extremely simple, very powerful, and requires a motive-force is ready at hand, the machines cost less than when steam is employed.

NOTICE.—THE NEW STEAM STAMPS (BAGGS'S PATENT).

In reply to numerous inquiries, the inventor begs to state, that an ENGINE, under the above patent, is now being manufactured FOR THE PURPOSE OF PUBLIC EXHIBITION IN LONDON; and in the course of a few days it will be finished, and may then be seen in daily operation, crushing masses of gold quartz, and metallic ores of various descriptions, at the NEW REDUCTION WORKS of Messrs. JOHNSON and MATTHEW, SUFFRANCE WHARF, MILLWALL. Due notice will be given of its erection, and every facility will be afforded the public for testing its powers and capabilities.—All communications and enquiries addressed, in the meantime, to Mr. Isham Baggs, at the office of the Mining Journal, 26, Fleet-street, will meet with prompt attention.

ANY NUMBER of the PATENT STEAM STAMPS, from one to half-a-dozen, can be had within two months from the date of order.

BLAKE AND PARKIN, MEADOW WORKS, SHEFFIELD

MANUFACTURERS OF CIRCULAR AND MILL SAWS, IMPROVED CAST-STEEL FILES, for the use of engineers and machinists, PATENT TEMPERED MACHINE KNIVES and CUTTERS, manufactured for planing and grooving wood, for cutting paper, iron, stone, leather, &c., made to any pattern or dimensions with the utmost exactness. Warranted to work with a harder and finer edge than any other mode of temper.

INVENTORS OF CORE-ANNEALED CAST-STEEL for taps, piston-rods, &c.—MANUFACTURERS OF RAILWAY SPRINGS, BLISTER, SHEAR, and CAST-STEEL, &c.

IMPROVED LIFTING JACKS, IMPROVED RATCHET JACK, HALSEY'S PATENT LIFTING JACK.

MANUFACTURED BY W. AND J. GALLOWAY, PATENT RIVET WORKS, MANCHESTER.

The attention of parties who employ Lifting Jacks, Is respectfully requested to the superiority of those annexed, over those hitherto in use.

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the Mining Journal, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office, and Designs Registry, 156, Strand.

UNDER THE PATRONAGE OF THE QUEEN, AND THE PRINCIPAL NOBILITY, ROBER'S ROYAL BATH PLASTERS supersede the use of inward medicines for Coughs, Asthma, Hoarseness, Indigestion, Palpitation of the Heart, Croup, Hooping-cough, Influenza, Chronic Strains, Bruises, Lumbago, Spinal and Rheumatic Affections, Diseases of the Chest, and Local Pains. These truly invaluable plasters are compounded on medico-chemical principles, from British herbs, and gums and balsams of Eastern climes; have the words "ROBER'S ROYAL BATH PLASTERS" engraved on the Government stamp; and signed on the back "ROBER'S." Prepared only by Robert Roper and Son, chemists, Sheffield, who possess a large number of testimonials, from highly respectable parties, of cures effected in numerous varieties of the above diseases. Full sized plasters, 1s. 1½d., for children, 9½d. each; or direct by post on receipt of 1s. 4d., or 1s. each; and in tins for the use of

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5130	Alfred Consols (copper), Phillack	£116	£113	18% 1/2	£5 0 0	£0 7 0-Nov., 1852.
1213	All-yr-grub (silver-lead), Talybont, Wales	4	2 1/2	3 1/2	£0 7 0	£0 3 0-Jan. 1851.
3000	Anglo-Saxon Coal Company	4	4	4	£0 10 0	£0 2 0-Nov., 1852.
1684	Balleiswidden (tin), St. Just	11 1/2	10	9 1/2	£0 10 0	£0 5 0-Nov., 1852.
4000	Bedford United (copper), Tavistock	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Oct., 1852.
8000	Black Craig (lead), Kirkcudbrightshire	5	5	5	£0 2 0	£0 3 0-Nov. 1851.
64	Boscawell Downs (tin), St. Just	100	100	100	£0 10 0	£0 5 0-Oct., 1852.
100	Botallack (tin, copper), St. Just	182 1/2	182 1/2	182 1/2	£0 10 0	£0 5 0-Nov. 1851.
1000	Bryntall, Llanidloes, Montgomeryshire	3 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
5000	Callington (lead, copper), Callington	£7 2s	£7 2s	£7 2s	£0 10 0	£0 5 0-Nov. 1851.
1000	Carn Brecon (copper), Illogan	15	15	15	£0 10 0	£0 5 0-Nov. 1851.
138	Conford (copper), Illogan	75	75	75	£0 10 0	£0 5 0-Nov. 1851.
256	Condurow (copper), tin, Camborne	20	20	20	£0 10 0	£0 5 0-Nov. 1851.
2510	Cook's Kitchen (copper, tin), Illogan	15 1/2	15 1/2	15 1/2	£0 10 0	£0 5 0-Nov. 1851.
128	Cwmystwith (lead), Cardiganshire	60	60	60	£0 10 0	£0 5 0-Nov. 1851.
1024	Devon Great Consols (copper), Tavistock	1	400	395 400	£0 10 0	£0 5 0-Nov. 1851.
672	Ding-Dong (tin), Guisul	5	5	5	£0 10 0	£0 5 0-Nov. 1851.
130	Dolcoath (copper, tin), Camborne	257 1/2	257 1/2	257 1/2	£0 10 0	£0 5 0-Nov. 1851.
2540	Drake Walls (tin, copper), Calstock	7 1/2	7 1/2	7 1/2	£0 10 0	£0 5 0-Nov. 1851.
300	East Darren (lead), Cardiganshire	38	38	38	£0 10 0	£0 5 0-Nov. 1851.
138	East Pool (tin, copper), Pool, Illogan	24 1/2	24 1/2	24 1/2	£0 10 0	£0 5 0-Nov. 1851.
94	East Wheel Croft (copper), Illogan	125	125	125	£0 10 0	£0 5 0-Nov. 1851.
138	East Wheel Rose (silver-lead), Newlyn	50	50	50	£0 10 0	£0 5 0-Nov. 1851.
500	Fenton Pottery Coal and Iron	6	6	6	£0 10 0	£0 5 0-Nov. 1851.
494	Fowey Consols (copper), Fowey	40	40	40	£0 10 0	£0 5 0-Nov. 1851.
2715	General Mining Co. for Ireland (copper, lead)	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
2000	Gopinan (lead), Cardiganshire, Wales	1000	1000	1000	£0 10 0	£0 5 0-Nov. 1851.
96	Great Consols (copper), Gwennap	1000	1000	1000	£0 10 0	£0 5 0-Nov. 1851.
50000	Great Onslow Consols, Camelford	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
13750	Great Polgoth (tin), St. Austell	3	3	3	£0 10 0	£0 5 0-Nov. 1851.
119	Great Work (tin), Gernoe	100	100	100	£0 10 0	£0 5 0-Nov. 1851.
1024	Herodaford (lead), near Liskeard	8 1/2	8 1/2	8 1/2	£0 10 0	£0 5 0-Nov. 1851.
1000	Holmshush (lead, copper), Callington	24	24	24	£0 10 0	£0 5 0-Nov. 1851.
2000	Holyford (copper), near Tipperary	11	11	11	£0 10 0	£0 5 0-Nov. 1851.
786	Kirkcudbrightshire (lead), Kirkcudbright	9 1/2	9 1/2	9 1/2	£0 10 0	£0 5 0-Nov. 1851.
1000	Lewis (tin, copper), St. Erth	17	17	17	£0 10 0	£0 5 0-Nov. 1851.
100	Levant (copper, tin), St. Just	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
100	Lisburne (lead), Cardiganshire, Wales	75	75	75	£0 10 0	£0 5 0-Nov. 1851.
8000	Low's Patent Copper Smelting Company	9	9	9	£0 10 0	£0 5 0-Nov. 1851.
5000	Merilyn (lead), Flint	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
100	Milwr (lead), Flint	150	150	150	£0 10 0	£0 5 0-Nov. 1851.
30000	Mining Co. of Ireland (copper, lead, coal)	7	7	7	£0 10 0	£0 5 0-Nov. 1851.
300	North Pool (copper, tin), Pool	22 1/2	22 1/2	22 1/2	£0 10 0	£0 5 0-Nov. 1851.
140	North Reaker (copper), Camborne	10	10	10	£0 10 0	£0 5 0-Nov. 1851.
6000	North Wheel Basset (copper, tin), Illogan	10	10	10	£0 10 0	£0 5 0-Nov. 1851.
6400	Par Consols (copper), St. Blazey	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
1160	Perran St. George (copper, tin), Perranarabute	21 1/2	21 1/2	21 1/2	£0 10 0	£0 5 0-Nov. 1851.
200	Phoenix (copper, tin), Linkinhorne	30	30	30	£0 10 0	£0 5 0-Nov. 1851.
500	Providence Mines (tin), Uny Lelant	20 1/2	20 1/2	20 1/2	£0 10 0	£0 5 0-Nov. 1851.
1048	Rix Hill (tin), Tavistock	3 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
5040	Roxington (lead), Snailbeach, Shrewsbury	6s	6s	6s	£0 10 0	£0 5 0-Nov. 1851.
250	South Caradon (copper), St. Cleer	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
3000	South Tamar (silver-lead), Beerferris	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
256	South Tolgus (copper), Redruth, Cornwall	16	16	16	£0 10 0	£0 5 0-Nov. 1851.
254	South Wheel Frances (copper), Illogan	37 1/2	37 1/2	37 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	Spearside Consols (tin), Breage	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	St. Aubin and Grylls (copper, tin), Breage	3	3	3	£0 10 0	£0 5 0-Nov. 1851.
94	St. Ives Consols (tin), St. Ives	80	80	80	£0 10 0	£0 5 0-Nov. 1851.
1000	Stray Park and Camborne Vein (copper)	16	16	16	£0 10 0	£0 5 0-Nov. 1851.
9000	Tamar Consols (silver-lead), Beeralston	4 1/2	4 1/2	4 1/2	£0 10 0	£0 5 0-Nov. 1851.
6000	Theriot (copper, tin), near Pool, Illogan	7	7	7	£0 10 0	£0 5 0-Nov. 1851.
512	Trehane (silver-lead), Menheniot	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
3000	Trevellick Consols (copper), Redruth	6	6	6	£0 10 0	£0 5 0-Nov. 1851.
96	Tresavan (copper), Gwennap, Cornwall	32 1/2	32 1/2	32 1/2	£0 10 0	£0 5 0-Nov. 1851.
120	Trethellan (copper), Gwennap, Cornwall	15	15	15	£0 10 0	£0 5 0-Nov. 1851.
120	Trevellick and Barrist (copper), Gwennap	130	130	130	£0 10 0	£0 5 0-Nov. 1851.
100	Trumpet Consols (tin), near Helston	95	95	95	£0 10 0	£0 5 0-Nov. 1851.
400	United Mines (copper), Gwennap	40	40	40	£0 10 0	£0 5 0-Nov. 1851.
1024	Wellington (copper, tin), Perranarabute	7 1/2	7 1/2	7 1/2	£0 10 0	£0 5 0-Nov. 1851.
256	West Caradon (copper), St. Blazey	20	20	20	£0 10 0	£0 5 0-Nov. 1851.
1024	West Providence (tin), St. Erth	57	57	57	£0 10 0	£0 5 0-Nov. 1851.
256	Wheel Basset (copper), Illogan	10 1/2	10 1/2	10 1/2	£0 10 0	£0 5 0-Nov. 1851.
256	Wheel Brewer (copper), Gwennap	4	4	4	£0 10 0	£0 5 0-Nov. 1851.
256	Wheel Buller (copper), Redruth	5	5	5	£0 10 0	£0 5 0-Nov. 1851.
4280	Wheel Exmouth and Adams United	4 1/2	4 1/2	4 1/2	£0 10 0	£0 5 0-Nov. 1851.
100	Wheel Friendly (tin), St. Agnes	70	70	70	£0 10 0	£0 5 0-Nov. 1851.
128	Wheel Friendship (copper), Devon	120	120	120	£0 10 0	£0 5 0-Nov. 1851.
5000	Wheel Golden (copper), Perranarabute	3	3	3	£0 10 0	£0 5 0-Nov. 1851.
256	Wheel Jane (silver-lead), Kew	8	8	8	£0 10 0	£0 5 0-Nov. 1851.
430	Wheel Lavel (tin), Wendron	33	33	33	£0 10 0	£0 5 0-Nov. 1851.
112	Wheel Margaret (tin), Uny Lelant	79	79	79	£0 10 0	£0 5 0-Nov. 1851.
512	Wheel Mary Ann (lead), Menheniot	5 1/2	5 1/2	5 1/2	£0 10 0	£0 5 0-Nov. 1851.
80	Wheel Owles, St. Just, Cornwall	70	70	70	£0 10 0	£0 5 0-Nov. 1851.
340	Wheel Reeth (tin), Uny Lelant	20 1/2	20 1/2	20 1/2	£0 10 0	£0 5 0-Nov. 1851.
198	Wheel Seta (tin, copper), Camborne	107	107	107	£0 10 0	£0 5 0-Nov. 1851.
530	Wheel Trevellick (silver-lead), Liskeard	87	87	87	£0 10 0	£0 5 0-Nov. 1851.
1024	Wheel Trevellick (tin, copper), Gwennap	9 1/2	9 1/2	9 1/2	£0 10 0	£0 5 0-Nov. 1851.
5000	Wicklow (copper), Wicklow	5	5	5	£0 10 0	£0 5 0-Nov. 1851.

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14 1/2	£14 1/2	£14 1/2	£0 10 0	£0 5 0-Nov. 1851.
72000	Baden of Dury	25	25	25	£0 10 0	£0 5 0-Nov. 1851.
10000	Brasilia Imperial (gold), Brazil	25	25	25	£0 10 0	£0 5 0-Nov. 1851.
2464	Burra Burra (copper), South Australia	200	200	200	£0 10 0	£0 5 0-Nov. 1851.
12000	Cobre Copper Company (copper), Cuba	40	40	40	£0 10 0	£0 5 0-Nov. 1851.
10000	Copiapu Mining Company (copper), Chile	14	14	14	£0 10 0	£0 5 0-Nov. 1851.
20000	General Min. Assoc. (iron, coal), Nova Scotia	20	20	20	£0 10 0	£0 5 0-Nov. 1851.
9000	Linares (lead), Pozo Ancho, Spain	3	3	3	£0 10 0	£0 5 0-Nov. 1851.
3700	Marmato (gold), Colombia	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
20000	Mexican and South American (copper), Mexico	12	12	12	£0 10 0	£0 5 0-Nov. 1851.
7000	Royal Santiago (copper), Cuba	12	12	12	£0 10 0	£0 5 0-Nov. 1851.
11000	St. John del Rey (gold), Brazil	15	15	15	£0 10 0	£0 5 0-Nov. 1851.
43174	United Mexican (silver), Mexico	28 1/2	28 1/2	28 1/2	£0 10 0	£0 5 0-Nov. 1851.

MINES WHICH HAVE SOLD ORES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
4000	Aashford Consols (all-lead, cop.)	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
4000	Altarnun Con. (tin, cop.), Altarnun	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
4000	Augusta Con. (cop.) Bristow	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
940	Baincon Con. (tin), Uny Lelant	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
5000	Bat Holes, Worthen, Salop	11 3s. 6d.	11 3s. 6d.	11 3s. 6d.	£0 10 0	£0 5 0-Nov. 1851.
508	Bell and Lanarth, Gwennap	8 1/2	8 1/2	8 1/2	£0 10 0	£0 5 0-Nov. 1851.
3000	Blasavon (iron), South Wales	50	50	50	£0 10 0	£0 5 0-Nov. 1851.
3000	Blisphopstone, Glamorganshire	5	5	5	£0 10 0	£0 5 0-Nov. 1851.
935	Bodmin Con. (lead), Wadebridge	10	10	10	£0 10 0	£0 5 0-Nov. 1851.
6144	Bodmin West Downs (tin, cop.)	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
1024	Bodmin W. Mines (cop.), Bodmin	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
120	Bollwall and Nanpean (tin)	30	30	30	£0 10 0	£0 5 0-Nov. 1851.
4000	Boringdon Consols, Plympton	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
240	Boscon (tin), St. Just	20 1/2	20 1/2	20 1/2	£0 10 0	£0 5 0-Nov. 1851.
2400	Boscon (tin), St. Just	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
5250	Bottle Hill (copper), Plympton	2	2	2	£0 10 0	£0 5 0-Nov. 1851.
14000	Brach Gosh Lake Quarries	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
4000	Bronfeyd (lead), Wales	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
2300	Bryn-Arian (lead), Cardiganshire	3 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
2300	Budnick Consols (tin), Perran	3 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
7500	Buparvo (tin, cop.), Gwennap	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
2000	Bwch (all-lead), Cardiganshire	4	4	4	£0 10 0	£0 5 0-Nov. 1851.
1000	Cae-Gwynon, Cardiganshire	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
1024	Caerphilly & Carfanon, S. Wales	3	3	3	£0 10 0	£0 5 0-Nov. 1851.
3000	Cally (cop., lead), Kirkcudbright	1	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
4000	Calstock Consols (copper)	4 1/2	4 1/2	4 1/2	£0 10 0	£0 5 0-Nov. 1851.
5000	Carbon (tin, cop.), Crowan	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
2048	Carayorth (tin), St. Just	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
8000	Cartharvon (cop., lead), Wadebridge	6 1/2	6 1/2	6 1/2	£0 10 0	£0 5 0-Nov. 1851.
1056	Carrannall (copper), Gwennap	5 1/2	5 1/2	5 1/2	£0 10 0	£0 5 0-Nov. 1851.
2048	Castle Dinas (tin), St. Columb	2	2	2	£0 10 0	£0 5 0-Nov. 1851.
6000	Cawson Hill (cop.), S. Tawton	2	2	2	£0 10 0	£0 5 0-Nov. 1851.
800	Cefn Brynwy (lead), Cardiganshire	33	33	33	£0 10 0	£0 5 0-Nov. 1851.
9000	Charlestown United, Cornwall	8	8	8	£0 10 0	£0 5 0-Nov. 1851.
1800	Chyprase (tin, cop.), St. Enodur	5 1/2	5 1/2	5 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	Ciljeh & Wentworth (tin, cop.)	4	4	4	£0 10 0	£0 5 0-Nov. 1851.
2000	Codmawr Pool (lead), Llanrwst	10	10	10	£0 10 0	£0 5 0-Nov. 1851.
900	Court Orange, Cardiganshire	10	10	10	£0 10 0	£0 5 0-Nov. 1851.
1800	Craig-y-Mwyn (lead), Llanidloes	7	7	7	£0 10 0	£0 5 0-Nov. 1851.
256	Craze and Bejawa, Camborne	25 1/2	25 1/2	25 1/2	£0 10 0	£0 5 0-Nov. 1851.
512	Creeg Brawns (copper), Cornwall	13 1/2	13 1/2	13 1/2	£0 10 0	£0 5 0-Nov. 1851.
3000	Crookhaven (copper), Cork	10	20	20	£0 10 0	£0 5 0-Nov. 1851.
9000	Cubert (silver-lead), Cornwall	21 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
10000	Cwm Daren (lead), Cardiganshire	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
1000	Cwm Eryn (lead), Cardiganshire	8	2	2	£0 10 0	£0 5 0-Nov. 1851.
1000	Cynsided Fawr (lead), Brecon	1 1/2	4	4	£0 10 0	£0 5 0-Nov. 1851.
2000	Dalriach (cop., lead), Brecon	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
1000	Darvon (all-lead), Cardiganshire	4 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
7900	Derwent (all-lead), Durham	12	4	4	£0 10 0	£0 5 0-Nov. 1851.
3807	Devon and Courtenay (copper)	3 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	Devon & Cornwall United (cop.)	7 1/2	4	4	£0 10 0	£0 5 0-Nov. 1851.
1600	Devon Great Tincoft (tin)	3	2	2	£0 10 0	£0 5 0-Nov. 1851.
4000	Dolfrwyg (copper), Merioneth	4	1	1	£0 10 0	£0 5 0-Nov. 1851.
18 1/2	Duff Moor (tin), Gwynedd	4	1	1	£0 10 0	£0 5 0-Nov. 1851.
4000	Duff of Cornwall (tin), Lydford	4	1	1	£0 10 0	£0 5 0-Nov. 1851.
3000	Drynam (lead), Wales	11 1/2	12	12	£0 10 0	£0 5 0-Nov. 1851.
4996	East Alfred Consols (lead, cop.)	3	1	1	£0 10 0	£0 5 0-Nov. 1851.
1306	East Ballewidden, Sancreed	2 1/2	1	1	£0 10 0	£0 5 0-Nov. 1851.
256	East Bassett (copper), Redruth	18	14	14	£0 10 0	£0 5 0-Nov. 1851.
1948	East Crowndale (cop.), Tavistock	6	3	3	£0 10 0	£0 5 0-Nov. 1851.
1000	East Frougsh (lead), Brecon	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
4000	East Gums Lake (tin), Sancreed	1 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
1994	East Haulingman (tin), Cop.	1	4	4	£0 10 0	£0 5 0-Nov. 1851.
512	East Soton & W. Maude, Redruth	10 1/2	6	6	£0 10 0	£0 5 0-Nov. 1851.
9000	East Tamar (all-lead), Beccerris	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
256	East Tolgus (copper), Redruth	10	33	33	£0 10 0	£0 5 0-Nov. 1851.
2048	East Wheal George, Walkham	1 1/2	5	5	£0 10 0	£0 5 0-Nov. 1851.
512	East Wheel Leisure, Perran	13	8	8	£0 10 0	£0 5 0-Nov. 1851.
1024	East Wheel Margaret (tin, cop.)	3 1/2	2	2	£0 10 0	£0 5 0-Nov. 1851.
564	Eaton Mountain, Derbyshire	16	19	19	£0 10 0	£0 5 0-Nov. 1851.
326	Ecton Mountain (lead, copper)	3	5 1/2	5 1/2	£0 10 0	£0 5 0-Nov. 1851.
1200	Esgrig Lee, Llanthomas-Croft	3	3	3	£0 10 0	£0 5 0-Nov. 1851.
32	Four Dargue (lead), Cumberland	12	35	35	£0 10 0	£0 5 0-Nov. 1851.
2000	Gallty-Maen, Merioneth	2	2	2	£0 10 0	£0 5 0-Nov. 1851.
5000	Garreg (lead), Flint	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
2500	Georgie Consols (tin), St. Ives	5 1/2	5	5	£0 10 0	£0 5 0-Nov. 1851.
256	Gonemena (copper), St. Cleer	49	45	45	£0 10 0	£0 5 0-Nov. 1851.
243	Grambler & St. Aubyn (copper)	91 1/2	24	21	£0 10 0	£0 5 0-Nov. 1851.
800	Great Beulah (copper), St. Austell	18 1/2	23	23	£0 10 0	£0 5 0-Nov. 1851.
6750	Great Bryn Consols (tin, cop.)	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
4000	Great Cowatch, Merioneth	3 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	Great Wheel Alfred, Phillack	23 1/2	45	44	£0 10 0	£0 5 0-Nov. 1851.
5120	Great Wheel Budden (tin)	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	Great Wheel Leisure	2 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
5000	Great Wheel Martha (copper)	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
1026	Gustavus Mines, Camborne	8 1/2	2	2	£0 10 0	£0 5 0-Nov. 1851.
512	Halasung and Ash Croft, Gwennap	75	125	115	£0 10 0	£0 5 0-Nov. 1851.
1024	Hawes's Point, Gwennap	3	3	3	£0 10 0	£0 5 0-Nov. 1851.
6000	Hingston Down Cons. (copper)	2 1/2	5	5	£0 10 0	£0 5 0-Nov. 1851.
29000	Kennmare and West of Ireland	1	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
878	Kewick (lead), Portlone	16	4	4	£0 10 0	£0 5 0-Nov. 1851.
3300	Kilbricken (silver-lead), Clare	3 1/2	6 1/2	5 1/2	£0 10 0	£0 5 0-Nov. 1851.
1742	Lanheroo Wheal Maria (cop.)	15	13 1/2	13 1/2	£0 10 0	£0 5 0-Nov. 1851.
252	Lanarth Con. (cop.), Gwennap	4	5	5	£0 10 0	£0 5 0-Nov. 1851.
56	Leeds and St. Aubyn (tin, cop.)	5	5 1/2	5 1/2	£0 10 0	£0 5 0-Nov. 1851.
13000	Leeds Town (lead), Gwennap	3 1/2	17 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
256	Leeds Consols (tin), Uny Lelant	64	17 1/2	17 1/2	£0 10 0	£0 5 0-Nov. 1851.
13000	Lyndmales (lead), Cardiganshire	1 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
5036	Lydford Consols (lead)	1	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
6000	Marke Valley (copper), Cardon	10	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	Melin Llyn-y-Pair, Merioneth	2 1/2	6	5 1/2	£0 10 0	£0 5 0-Nov. 1851.
5000	Middleton Hills (lead), near Bristol	2 1/2	5	5	£0 10 0	£0 5 0-Nov. 1851.
460	Middleton (lead), Snelbake	45	4	4	£0 10 0	£0 5 0-Nov. 1851.
1024	Mt. Fawcett (tin)	4	4	4	£0 10 0	£0 5 0-Nov. 1851.
2000	Molland (cop.), South Molton	4 1/2	4	3	£0 10 0	£0 5 0-Nov. 1851.
1024	Mouth Tiaek (tin, cop.), Lelant	1	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
320	Nansegollan, (tin), Camborne	14 1/2	12	12	£0 10 0	£0 5 0-Nov. 1851.
3000	Fant-y-Car (cop.), nr. Rhayader	2 1/2	7	7	£0 10 0	£0 5 0-Nov. 1851.
1024	North Abram (copper), Crowan	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
1024	North Buller (copper), Redruth	8	9 1/2	9 1/2	£0 10 0	£0 5 0-Nov. 1851.
6000	North Down (cop.), Gwennap	1	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
2000	North Down (copper), Redruth	1	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
2500	North Frances (cop.), Camborne	1	1	1	£0 10 0	£0 5 0-Nov. 1851.
2000	North Levant (tin, cop.), St. Just	1 1/2	2	2	£0 10 0	£0 5 0-Nov. 1851.
2000	North Tamar (silver-lead), Cop.	2 1/2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
1200	N.W. Buller, or Gt. South Tolgus	7 1/2	8	8	£0 10 0	£0 5 0-Nov. 1851.
1024	North Wh. Robert, Walkhampton	4 1/2	5	4 1/2	£0 10 0	£0 5 0-Nov. 1851.
3048	N. Wh. Unity (cop., tin), Gwin.	1	3	3	£0 10 0	£0 5 0-Nov. 1851.
2000	Ockment (cop., all-lead), Devon	1	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.
3424	Okel Tor (lead), Camborne	2	2	2	£0 10 0	£0 5 0-Nov. 1851.
256	Old Wheal Basset, Illogan	2	2	2	£0 10 0	£0 5 0-Nov. 1851.
2500	Orsedd (lead), Flint	1 1/2	2 1/2	2 1/2	£0 10 0	£0 5 0-Nov. 1851.
10240	Pembroke & East Crinnis (cop.)	3 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
1500	Pengraig (lead), Carnarvon	4	1	1	£0 10 0	£0 5 0-Nov. 1851.
5000	Pendarves & St. Aubyn (tin, co.)	1	2	2	£0 10 0	£0 5 0-Nov. 1851.
1026	Pendarves Consols, Camborne	2 1/2	2	2	£0 10 0	£0 5 0-Nov. 1851.
2000	Penryn Glass (copper), Sancreed	3 1/2	3 1/2	3 1/2	£0 10 0	£0 5 0-Nov. 1851.
1024	Penzance Con. (tin), Sancreed	3 1/2	3 1/2	3	£0 10 0	£0 5 0-Nov. 1851.
1000	Peter Tavy & Mary Tavy (cop.)	5 1/2	4 1/2	4 1/2	£0 10 0	£0 5 0-Nov. 1851.
1000	Polverto (tin), St. Agnes	15	13	13	£0 10 0	£0 5 0-Nov. 1851.
2000	Polgarg & Llanerrow (cop., tin)	2	1 1/2	1 1/2	£0 10 0	£0 5 0-Nov. 1851.